The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 11

One of the guns of a coastal defence battery in the east of England is here seen in action during practice. In pages 336 and 337 a wider view of a whole battery of these guns is given. The photograph above shows the gun and the heavy concrete structure on which it is mounted. That structure contains the magazine from which shells are being passed up from hand to hand by a chain of men. Such guns are manned by men of the Royal Regiment of Artillery, into which is now merged the Royal Garrison Artillery which at one time handled all the heavier guns.

Photo, Sport and General

Entente Cordiale in the Maginot Line

While the great offensive still tarried on the Western Front, the British troops consolidated their position in the esteem and affection of their French allies and wartime hosts. The Entente Cordiale of years gone by was fortified by the camaraderie of the present.

Viscount Gort, C.-in-C. of the British Field Force, is here seen with General Gamelin, Commander-in-Chief of the Allied Armies. *Photo, British Official: Crown Copyright*

IN *l'autre*, "the other," as the French have come to call the war of 1914–18, the rains of autumn drove the contending armies into the comparative inactivity of trench warfare. Again in 1939 the rains, supplemented by an early foretaste of the winter snow, had a similar effect, although in this war the men, both French and British, were not compelled to shiver in waterlogged trenches, but had quite comfortable quarters in the underground forts of the Maginot Line or in billets in the towns and villages to the rear. Maybe the Germans for their part were not quite so comfortable: if report spoke true, the concrete used in the Siegfried Line was not so waterproof as could be desired.

Relations between the French and British troops in the line were most cordial. In the sector of the front exclusively occupied by the British, and in those districts in which scattered units of the R.A.F. found their homes, the civilian population made the newcomers welcome just as they had greeted their fathers a generation before. Moreover, for many of the men in the British Field Force, France was no strange country inhabited by foreigners speaking an unpronounceable lingo, but the land in which they had spent some of the most strenuous and never-to-be-forgotten days of their youth. As they travelled along the great poplar-lined *routes nationales*, as they halted in the *place* and clinked their glasses in the *café* on the corner or in the village *estaminet*, their minds were carried back over the years, and it seemed only yesterday that they were here with comrades whom they had known and lost. For quite a number of young men in the Field Force, their first leisure was devoted to a visit to a Great War cemetery in which lay one whose name, perhaps, they bore.

So the weeks slipped by, and still the great armies massed in the opposing fortified zones made no move. There were artillery bombardments, as when Forbach, a small French frontier town practically in the front line, was shelled for several days at the beginning of November, doubtless with a view to hampering the French communications.

There was some fighting in the air, too, and on November 6 the French G.H.Q. stated in their communiqué that,

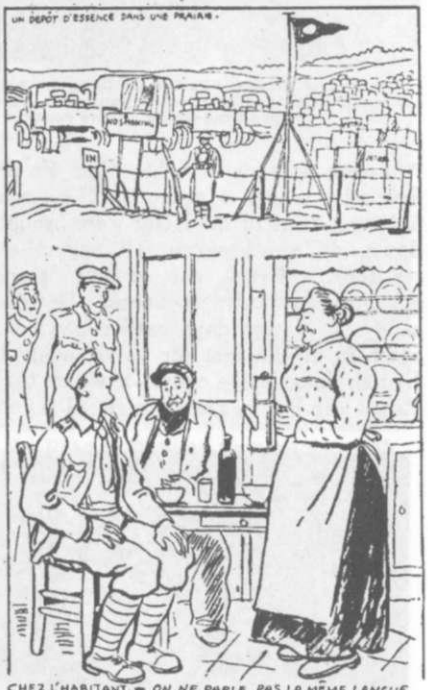
The Nazi gibe that Britain would fight to the last Frenchman is day by day being countered in France by the best of all evidence, that of ocular demonstration. In French villages the passing of a column of British soldiers marching towards the front is an everyday occurrence. Torrential rain has fallen since the B.E.F. went to France, and macintoshes have proved a useful part of the soldier's equipment, but road surfaces have vastly improved since 1914, and so the mud is not what it was. A pipe-band is playing the troops past. *Photo, British Official: Crown Copyright*

Britain's Field Force Through French Eyes

-CAMIONS BOURRES D'HOMMES ET DE MATERIEL, MOTOCYCLISTES IMPECCABLES, MITRAILLEUSES, CANONS MONTES SUR PNEUS. TOUT CELA DEFILE SUR LES ROUTES DE FRANCE A UN RYTHME ACCELERE DE JOYEUSES INSCRIPTIONS A LA CRAIE DECORENT LES VOITURES. GAIS OU SERIEUX SELON LEUR TEMPERAMENT LES SOLDATS D'OUTRE-MANCHE SALUENT AU PASSAGE LES PAYSANS DE FRANCE DONT LES FILS SONT DEJA PARTIS.

DIMANCHE MATIN AU VILLAGE.

-ON NE CRIE PAS : AU JUS LA-DEDANS, MAIS : HELLO BOYS TEA IS READY!



CHEZ L'HABITANT. - ON NE PARLE PAS LA MEME LANGUE MAIS ON SE COMPREND BIEN TOUT DE MEME!

A L'UNIQUE BISTRO

LA BIERE POUR N'ETRE PAS "MADE IN ENGLAND" N'EN EST PAS MOINS APPRECIEE

LA TOILETTE MATINALE A LA GRANDE JOIE DES ENFANTS DU BAS.

These sketches by G. Pavis, from the French paper "Candide," are given here as showing the impression made on the French by our Army in France. The inscription under the top one reads: Lorries laden with men and material, impeccable motor-cyclists, machine-guns, guns mounted on pneumatic tires—all these are seen streaming over the roads of France in an ever-increasing rhythm. Comic inscriptions in chalk decorate the transport. Grave or gay, according to their temperament, the soldiers from across the Channel greet, as they pass by, the peasants of France, whose sons have already gone. The centre sketches show: Sunday morning in the village; "Tea up" in the barn; and Tommy overcoming the language difficulty with the local inhabitants. Bottom row: Beer, even if not "made in England," is none the less appreciated, and (right) the morning toilet is a never-ending source of joy to the local kiddies.

The French Army, like the British, can provide much of its own entertainment. Recently a French Infantry Regiment organized a most successful concert of its own in Paris. The programme-seller at the concert collected the money in a steel helmet.

Photo, Planet News

"During a violent fight, nine French fighters attacked a group of 27 German fighters. Nine of the latter were brought down, of which seven fell within our territory. Every one of our 'planes engaged in this encounter returned safely." A few days earlier news had come in of the first air battle over the British lines, in the course of which three Royal Air Force 'planes engaged several German 'planes which were attempting to make a photographic reconnaissance over the British lines. One of the German machines was riddled with bullets and finally crashed in a hedge, while a second was forced down into Belgium with smoke emerging from its tail. In this engagement the British anti-aircraft contingents gave a demonstration of remarkable efficiency.

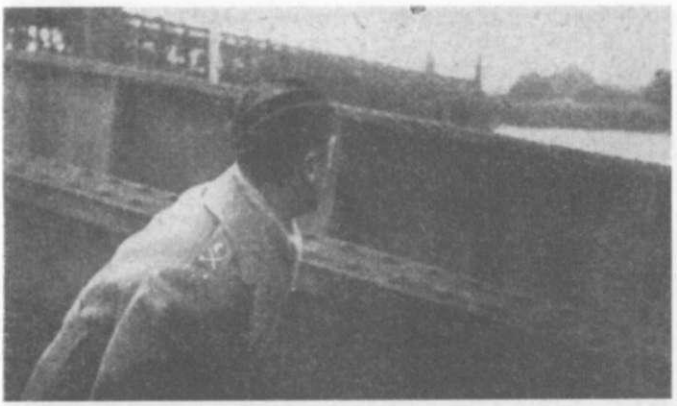
For the most part, however, the war seemed to be at a standstill. Millions of men were ever on the alert; from Holland to Switzerland nations in arms watched every move of the armies congregated in the neighbourhood of the Siegfried Line. For the more unthinking newspaper reader the war was boring. But, as Major-General Sir Ernest Swinton so pertinently pointed out in the first of his broadcast talks on the progress of the war, "The war is not being run to provide news. And when I hear people complaining about the lack of news from France and talking about 'All quiet on the Western Front,' I say, 'Thank God that there *is* no news of battles: thank God that the commanders have learned something from 1914–1918, and that the Allied troops are not going to be thrown in haste, without due preparation, against a stone wall, or rather, a steel and concrete maze, bristling with every sort of gun.'"

More and more it came to be realized that despite the strain of keeping great armies in the field and their peoples as a whole on a war footing, Britain and France had nothing to gain by haste. Hitler, however, was in a hurry; every day that went by saw an increase in the strength of his foes and a more than corresponding diminution in Germany's lead in military preparedness. So he consulted and deliberated, planned and plotted great offensive movements. There was something not far removed from pathos in the report that the Fuehrer was taking lessons in military strategy.

The women who work the canteens and hostels that provide accommodation for French soldiers behind the lines wear the Red Cross uniform. Above is the interior of a canteen where soldiers are being served by attendants. If they stay the "poilus" are sure of comfort, and if they have to be up early to catch a train and return to duty, one of the tireless Red Cross workers will see that they are off to time.

Photo, Topical

The Duke of Windsor Sees His Second War



During his visit to the French Army the Duke of Windsor went as far south as Strasbourg, and he is seen above (left) taking a look at the German lines just across the Rhine. In the days spent with Britain's Allies His Royal Highness met and talked with many distinguished officers, and made acquaintance, too, with the Poilus of today. Above (right) he is meeting French Staff Officers.

Photos, Sport & General, Wide World and Topical

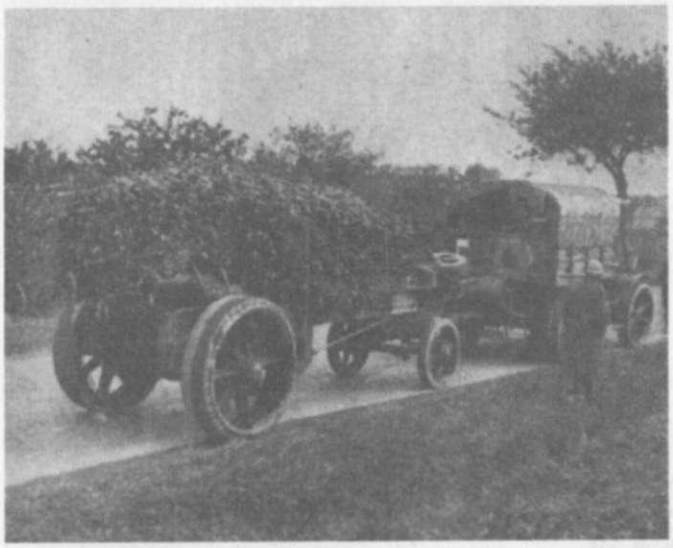
The Duke of Windsor as Prince of Wales joined Sir John French's staff in France in November 1914. From October 1917 to May 1918 he was with the British troops in Italy, and above he is seen during that period.

Photo, Imperial War Museum

Further north the Duke of Windsor encountered rough weather while he was becoming fully acquainted with the positions and plans of the French Army. He is here seen with French officers during a snowstorm.

Early in September the Duke of Windsor returned to England from France to offer his services to his country. On September 19 it was announced from the War Office that he had been allowed temporarily to relinquish his rank of Field-Marshal in the British Army and assume that of Major-General in order that he might take up a staff appointment with the Army in France. A few days later His Royal Highness went to France. He has since spent some time with the French Army, and is here at a march past of French troops.

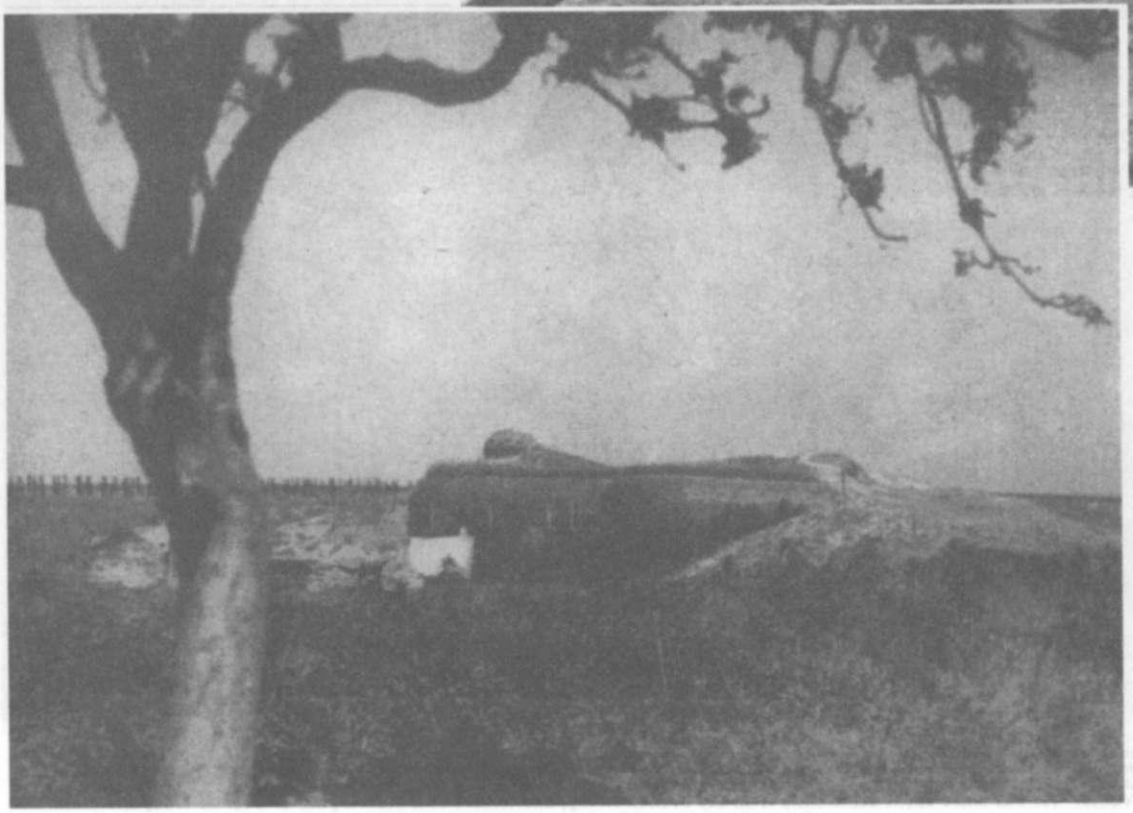
Here in Their Front Line are the 'Poilus'



Day by day the reinforcement of the French Army in the Saar region goes steadily on and men and guns are piling up around the Western front. Above, left, what looks like a load of brushwood is being drawn along a road. Beneath the leaves and branches is a big gun moving towards its position. Right is such a gun ready for action with its camouflage of netting.
Photos, Courtesy of the French Embassy

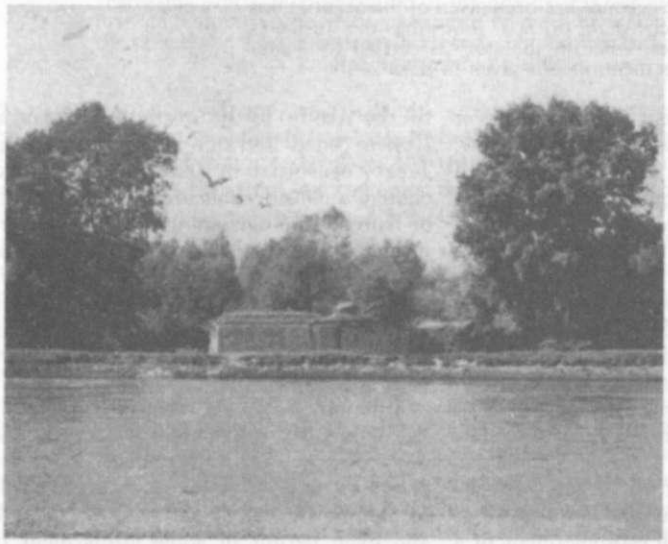
FRENCH soldiers' pay is very small compared with that of their British comrades-in-arms, but on November 5 decrees effecting considerable increases in both pay and allowances were published in the "Journal Officiel," the equivalent of the "London Gazette." Until that date the French soldier received only 50 centimes a day, that is, a little over three farthings in English money. The chief increases were a 10 franc daily allowance for all ranks in the combatant zone—to be fixed each month by the Commander-in-Chief—and an increase in pay for those on daily rates, ranging from 25 centimes for a private soldier to 5 francs 90 centimes (a little over 8d.) for a sergeant-major.

Like the British Tommies, the French Poilus often give a homely touch to their wartime quarters. This dug-out has been named Ed. Daladier in honour of the French Prime Minister, and a German steel helmet and a lucky horseshoe complete its external decorations.
Photo, Planet News



The "strong point" in the Maginot Line seen left is typical of the impregnable fortresses which constitute France's frontier defence. The German High Command quailed before the idea of taking such positions by direct assault and Hitler therefore had to reconsider his plans. On the left of the photograph are steel rails driven into the ground as defences against tank attacks.
Photo,. Courtesy of the French Embassy

While Here Are Nazis in Their 'Westwall'

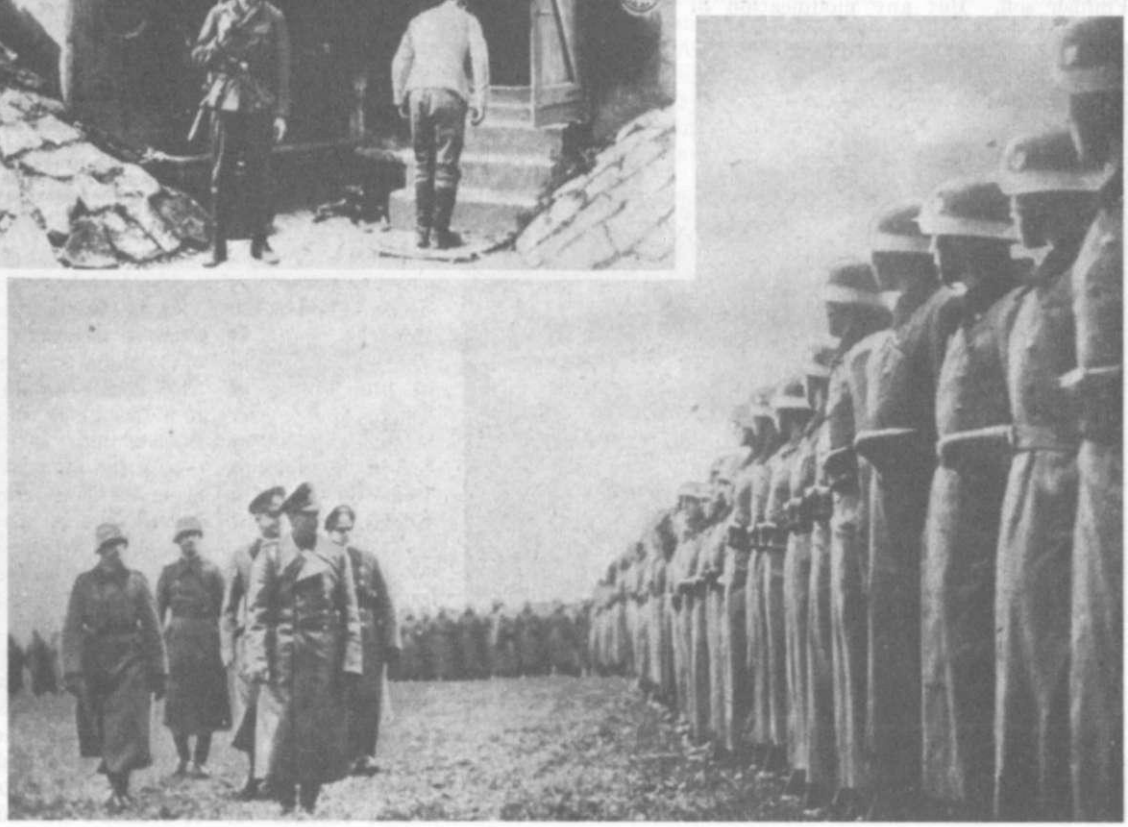


In the south-east the Maginot and Siegfried Lines are close together, lying on the banks of the Rhine, here comparatively narrow. Above left is a fort on the Maginot Line seen across the river from a look-out post on the Siegfried Line, such as that shown above right.

Photos, Wide World

THE whole length of the frontier between France and Germany is defended on the French side by the Maginot Line and on the German side by the Siegfried Line or Westwall. Both lines of fortifications have been extended to the French and German frontiers with Luxemburg and Belgium. There are 12,000 forts in the Siegfried Line. The defences in both cases are naturally stronger where the French and German frontiers are contiguous. The Siegfried Line has more than once been flooded by the Rhine, and it has been suggested that if Holland found it necessary to inundate part of her territory in self-defence the Siegfried Line might be flooded.

The entrance to one of the blockhouses in the Siegfried Line above gives some idea of the thickness of the walls and the great steel girders that form the framework. The German sentry is wearing a forage cap very similar to that of the British Army.



Seen right reviewing troops, General von Brauchitsch, the Commander-in-Chief of the German army, went to the Western Front when Poland had been overrun. It was rumoured that he had raised strong objections to a great offensive on the Western Front, and that he was about to be succeeded by General von Keitel.

Photos, Planet News

Finland Stands Out Against the Soviet

In earlier pages (see pages 233 and 266) some account has been given of the negotiations between Soviet Russia and Finland which were opened following the former's diplomatic successes against the Baltic States. Below, the story is carried to a later stage. A map including the places mentioned is given in page 234.

After weeks of negotiation behind closed doors, after the Finnish delegates had paid three visits to Moscow, a flood of light was thrown upon the Russian-Finnish situation by the speech of M. Molotov, Russia's Prime Minister and Commissar for Foreign Affairs, to the Supreme Council of the Soviet Union on October 31. It was towards the end of his speech that M. Molotov devoted a paragraph or two to his Government's demands on Finland.

"It was untrue," he said, "that the Soviet Government were demanding the Aaland and other islands from Finland. What she wanted was a mutual assistance pact along the lines of those negotiated with the other Baltic States. But this Finland had refused." The reason for Finland's refusal was not stated by M. Molotov, but there was little doubt that Finland had taken her stand on the maintenance of an absolute neutrality which would be inevitably compromised by any such pact as those referred to by M. Molotov.

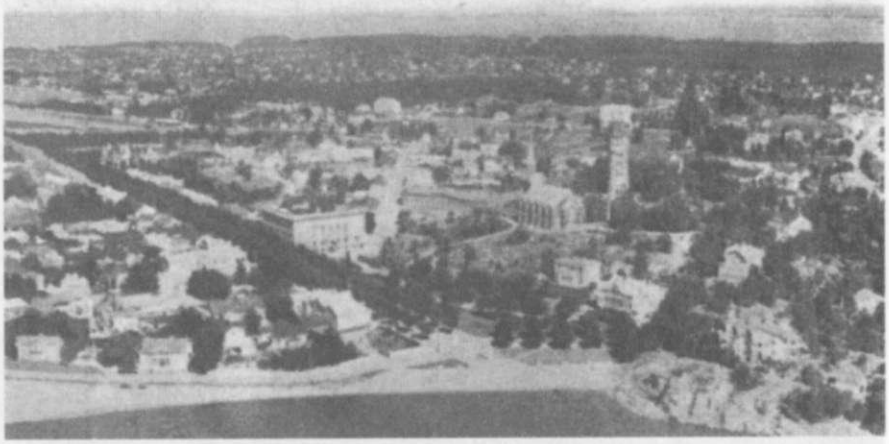
Russia's second demand, said M. Molotov, had been that Finland should move back some kilometres from the frontier opposite Leningrad, and take part of Russian Karelia in exchange. Here it may be mentioned that the Finnish frontier is only 25 miles from Leningrad, which would therefore be within range of heavy guns mounted on Finnish soil. But any modification of the frontier in this region, however reasonable from Russia's point of view, would probably be strongly contested by the Finns, as it might involve bringing the Russian frontier to the western shores of Lake Ladoga and to the very gates of Viipuri (Viborg).

A still more serious threat to Finland was contained in M. Molotov's next statement, that Russia had "also sought to rent some islands and create naval bases in the northern part of the Gulf of Finland." Here it may be said that the exchange of certain islands in the Gulf for very much larger territory in Russian Karelia might be agreed to by the Finns, but the establishment of a Russian naval base on the Finnish mainland would be an altogether different matter. It was understood that the site the Russians had in mind was Hanko (Hango), on the coast to the west of Helsinki and on the opposite shore of the Gulf of Finland to the islands of Dagö and Ösel, which had just been leased by Estonia under duress to the Soviet.

Another demand, one not mentioned by M. Molotov in his speech, was reported to be an exchange of territory near Petsamo (Petschenga), the port in the narrow strip of Finnish territory which reaches out to the Arctic to the west of Murmansk. Russia ceded Petsamo to Finland by the Treaty of Dorpat in 1920, receiving in exchange a considerable area in the isthmus of Karelia, facing Leningrad. If it were returned to Russia it would mean that Finland would be cut off from the Arctic, which in summer at least affords an alternative exit to the Baltic, and Soviet Russia would be given a common frontier with Norway.

Finland, it will be seen, was adopting an eminently reasonable attitude. She was willing to compromise wherever possible, but whereas she might cede to Russia certain of her outlying islands and even permit of some adjustment of her eastern frontier, in order to allay Russia's fears concerning Leningrad and Murmansk, she could not grant a lease of, say, Hanko without not only infringing her own neutrality, but ceasing in some measure to be mistress in her own house.

In her stand against the Soviet's more extreme demands Finland was assured of the moral support of the outside world. That active support which Germany had professed to be so eager to give was not forthcoming. It was rumoured that only a few months before Germany had been advising Finland to fortify the Aaland Islands just as she advised the Estonians to fortify the islands of Dagö and Ösel—all with a view to bottling up Russia at the far end of the Gulf of Finland. Russia, however, had refused to be bottled up, and in the diplomatic tussle had proved more than a match for Nazi Germany. Fortunately for the Finns, they have never relied overmuch on outside help. In this latest crisis they hoped for the best, but in view of Russia's attitude kept on the alert.

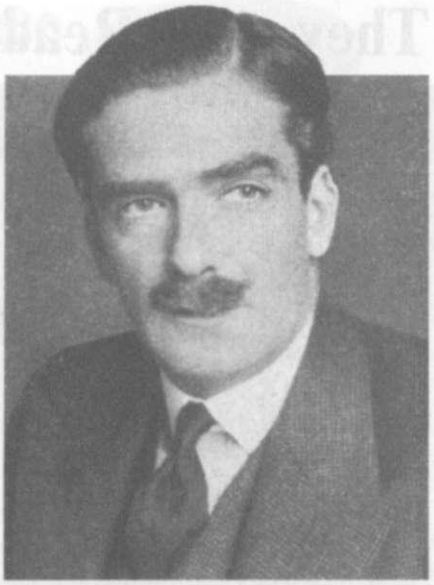


The President of Finland, M. Kyösti Kallio, was elected in February 1937 and recently attended the Conference of the Scandinavian States with the Kings of Denmark, Norway, and Sweden. He is seen left with one of his aides-de-camp. Above is Hanko, which Russia covets as a naval base. It is on the Finnish mainland at the northern entrance to the Baltic.

Photos, Wide World

The Empire Gets into Its Stride

Increasing practical co-operation of the Empire was one of the most marked features of the first two months of the War. Here some of the principal developments are recorded, culminating in the meeting of Empire statesmen in London.



Mr. Anthony Eden was appointed Dominions Secretary, when the Government was reconstructed on the outbreak of war. He had not held office since he resigned the Foreign Secretaryship in February 1938.

REMARKABLE evidence of Empire unity was provided by the assembly in London of Empire delegates to confer with the British Government. The plan was announced by Mr. Eden early in October, and by the end of the month they were here, including: Sir Muhammad Zafrullah Khan, a member of the Viceroy's Council, for India; Colonel Reitz, who, like Smuts and Hertzog, fought gallantly against us in the Boer War, and is now Minister of Native Affairs for South Africa; Mr. T. A. Crerar, Minister of Mines, and Air-Commodore L. S. Breadner, Senior Air Staff Officer, for Canada; the Scottish Mr. Peter Fraser, who has acted as deputy Prime Minister of New Zealand during the illness of Mr. Savage; and Mr. R. G. Casey (D.S.O. and M.C. in the last war), former Treasurer, and now Minister of Supply, for Australia. Creating an interesting precedent, the House of Commons gave the Empire delegates some reserved seats among the M.P.s, and they were able to listen with the rest of the House on November 2 to Mr. Chamberlain's welcome and his review of the Empire's effort.

Mr. Casey, as Minister of Supply, has been responsible for the militia training scheme providing for two batches of 40,000 men to be in training by the middle of November, and a special force, known as the Sixth Division, of 20,000, under Major-General Sir Thomas Blaney, for service at home or abroad. Australia joined whole-heartedly in the great scheme for establishing an Empire Air Force in Canada, where personnel could receive advanced training.

New Zealand has agreed to co-operate in this plan, and a proportion of R.A.F. trainees from Britain also will put the finishing touches to their work in Canada. On November 6 the British, Australian, New Zealand, and Canadian representatives met in conference at Ottawa to discuss details. Altogether the Dominions have about 2,000 picked men serving already in the R.A.F. in Britain and France, but the new scheme for pooling resources in Canada, and for the manufacture of equipment and 'planes in Canada, as well as the great supplies from the United States now available owing to the repeal of the arms embargo, threaten Germany with an enormous increase of Britain's power in the air within a period of six months.

Training Airmen in South Africa

On the same day as that conference in Ottawa came the report from Pretoria of a scheme, arranged with the British Government, to establish special training schools for airmen in South Africa. Not only large-scale training of pilots, observers, photographers and machine-gunners, but also the development of a big munitions output has been agreed.

Tributary forces from all parts of the Empire were being increased or newly formed by the first week of November. The Royal West African Frontier Force more than doubled; the King's African Rifles in East Africa more than trebled.

The Empire delegates over here have been shown something of what we are doing. The secrets of the air defence of Great Britain were shown on November 4 to the Ministers from the Dominions and India. Air Chief Marshal Sir Hugh Dowding took them over the Fighter Command, and they were also taken to the Coastal Command, whose 'planes are continuously patrolling the seas to protect shipping from U-boats. An obliging U-boat was reported during their inspection. Messages coming through referred to an actual attack on a submarine in the North Sea. "From pilot of aircraft No. —, 10.48 hours. A, over enemy submarine in position," flashed the message, and then, "Submarine is diving." "Have attacked, estimate one hit." Then a detailed message describing the attack followed. Another message received described the sighting of a submarine in the Atlantic by aircraft. Next flashed a signal indicating that the 'plane had called up a destroyer to tackle the U-boat.

On November 4 the Dominion representatives, arrived in Great Britain to co-ordinate the Empire's war effort, visited the Fighter Command of the Royal Air Force. This photograph was taken during the visit. Left to right are Sir Muhammad Zafrullah Khan, India; Sir Hugh Dowding, Air Officer Commanding-in-Chief Fighter Command; Colonel Deneys Reitz, South Africa; fifth from left, Mr. F. S. Waterson, High Commissioner for South Africa; next, Mr. T. Crerar, Canada; second from right, Mr. Vincent Massey, High Commissioner for Canada.

Photo, P.N.A.

They Are Ready to Send Death Into the Skies

This remarkable-looking weapon is a quick-firing two-pounder Bofors anti-aircraft gun of Swedish design, built by licence in Great Britain. Such guns were introduced into the British Army only in 1938, but they soon formed the standard equipment of light anti-aircraft units whose job it is to deal with low-flying enemy aircraft. The general public had their first opportunity of seeing such a gun when one was drawn through the streets of London by Territorials taking part in the Lord Mayor's Show of 1938.

Photo, Topical

At the Heart of Britain's Air Defence

To the man in the street one of the surprises of the war is the splendidly efficient way in which the German raiders have been beaten off with heavy loss. But the Fighter Command, whose work is described here, have always been quietly confident.

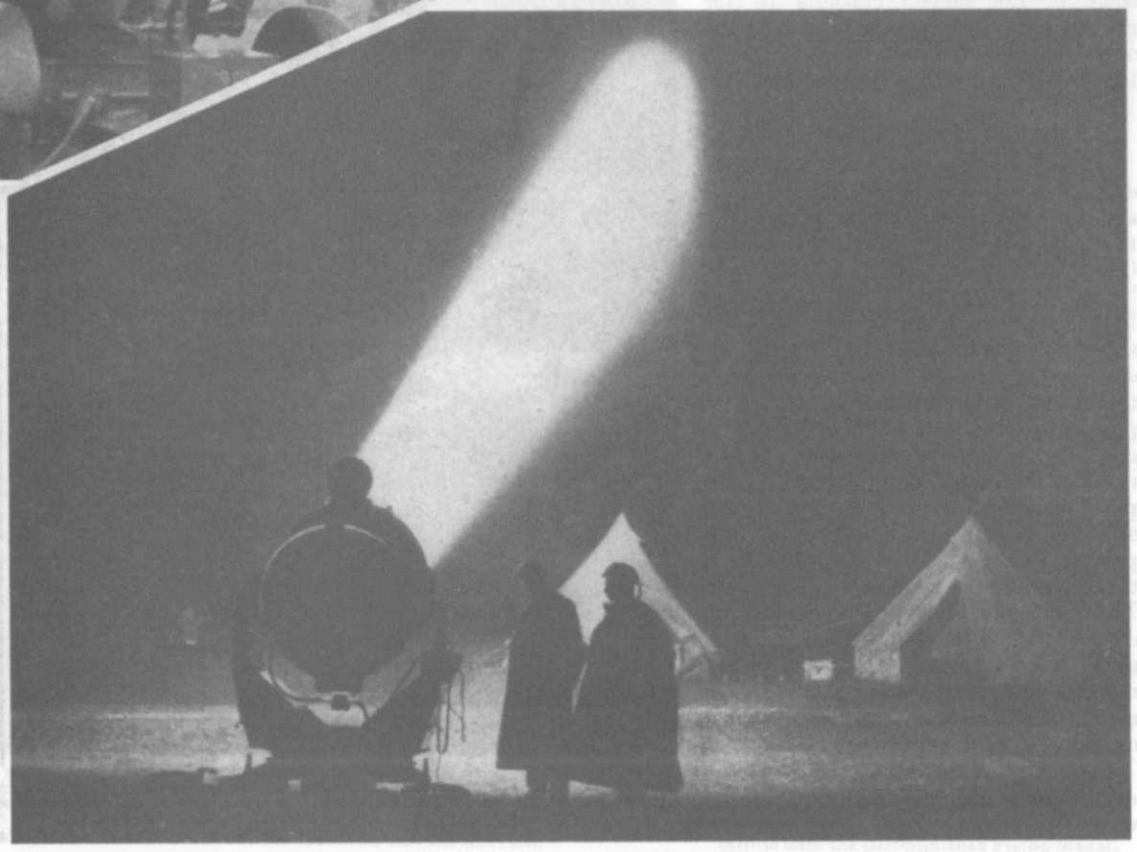
SOMEWHERE in England there is a room like a broadcasting studio with sound-proof boxes high up in each wall. Practically the whole of the floor space is occupied by big maps of the British Isles, and around the tables sit a number of telephone operators. This room is the central control of the R.A.F. Fighter Command—that Command which is responsible for the security of Britain's millions from enemy air attack.

At its head is the Air Officer Commanding-in-Chief—Air Chief Marshal Sir Hugh Dowding, known in the Service for some unknown reason as "Stuffy." He has under his control not only the R.A.F's fighter squadrons, but also the anti-aircraft guns, sound locators, and searchlights of the Army, the balloon barrage of the Auxiliary Air Force, and the Observer Corps of volunteer watchers and listeners. Moreover, it rests with him to decide whether or not air-raid warning sirens should be sounded in any particular area, thus bringing the whole A.R.P. system into action.

Air Chief Marshal Sir Hugh Dowding is A.O.C.-in-C. of the Fighter Command, and as such commands the British air defences—the fighting aircraft, the A.A. guns, the searchlights, and the balloon barrage. *Photo, Vandyk*

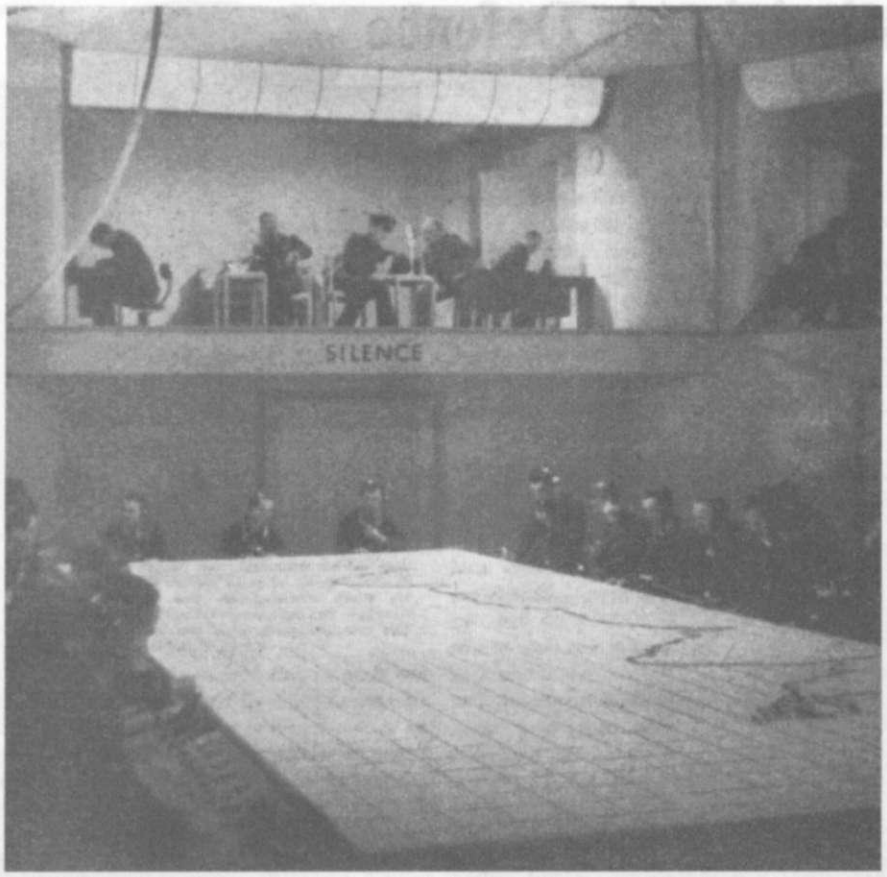
To the Central Control Room the news of approaching raiders is flashed from ships, observers on the coast, and other sources, and their location is at once charted on one of the big maps. Orders are then dispatched to air stations in the presumed path of the raiders for fighters to take off and intercept the enemy, and while in the air the pilots are kept informed by radio from the Central Control Room of the direction, speed, and number of enemy raiders. Arrows marked to show the strength of the raiders are moved about the maps by a croupier's rake to mark the progress of the raid; and other defence measures—anti-aircraft guns, for example—are brought into play as the occasion demands. In this Central Control Room, then, the whole course of an air raid on the British Isles may be

The sound locator is just as important in the defensive scheme as the anti-aircraft gun or the searchlight. The great "ears" of this modern type of locator are in the hands of young militiamen, wearing respirators as they learn their drill.



This is a typical scene at one of the hundreds of searchlight camps, dotted in remote places all over Britain. The detachments are composed largely of men who were citizen soldiers of the Territorial Army until the present emergency.

Photos, Keystone



The Central Control of the Fighter Command, R.A.F., is the nerve-centre of our air defences. Above is the Operations Section at this secret headquarters, where messages are received and orders given. As reports come in, details of the raid, showing the route, speed, height and strength of the enemy, are plotted on the map table below the gallery.

followed with uncanny accuracy. And not only followed, for from that same room come the orders which will send some of the raiders crashing to the ground and the remainder driven off and compelled to retire, almost certainly before they have reached their targets.

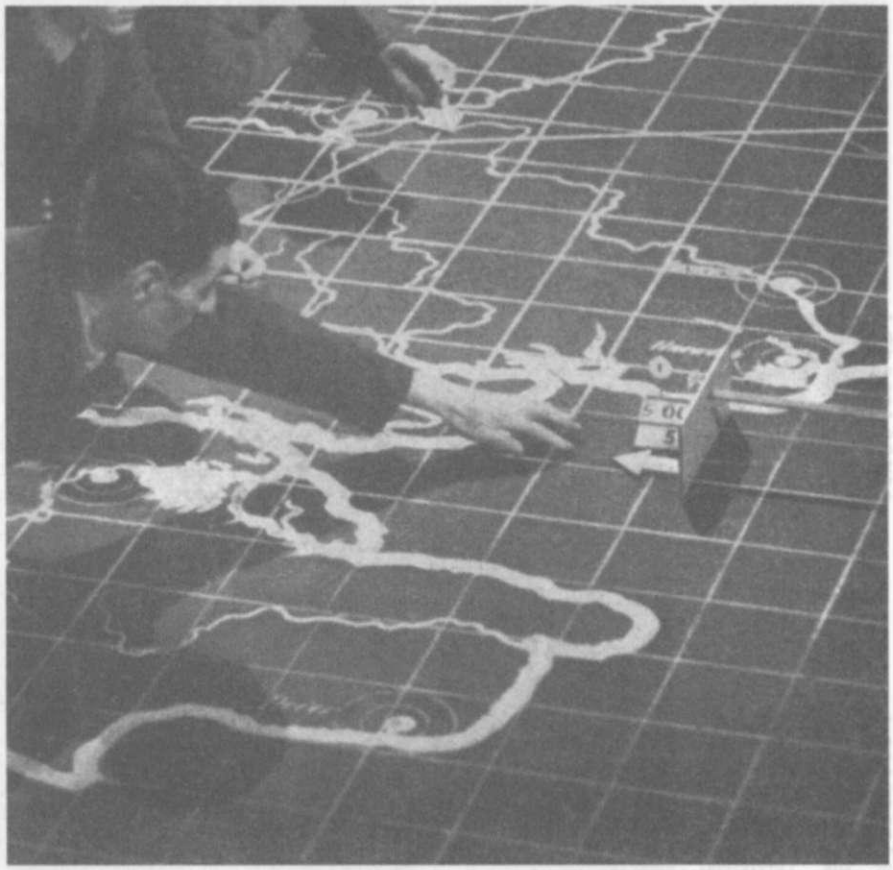
Fighters Rush to the Sky Battle

Marked on the maps are the sites of the defence stations at which fighter 'planes are stationed ready to go up at any moment. An order from the Central Control Room launches into the air 'planes which, driven by more than 1,000 horse-power, hurtle through space at over 300 miles per hour. Spying the enemy raiders in the distance, they climb to engage them, and their machine-guns pour out a deadly stream of bullets. The guns are sighted by aiming the 'plane itself at the target, and are fired by the pilot pressing a button on the control stick. The stream of bullets meets at a point 500 feet ahead of the 'plane, and then broadens out to form a cone of lead. Thousands of bullets every minute are discharged by the battery of machine-guns—one gun may fire 1,200 bullets per minute—and only one of those bullets may be sufficient to send the enemy 'plane crashing to its doom.

Fighters, the fastest machines in the Air Force, are essentially defensive weapons, although they are sometimes used as escorts for a formation of bombers. Their range and endurance are short, these qualities being sacrificed to maximum speed, climbing powers, and manoeuvrability. In actual fact the modern R.A.F. fighter monoplanes are so fast that their powers of manoeuvre are less than those of the older biplane types. Britain favours the single-seater with a single engine of tremendous power, but there are two-seater fighters in the R.A.F. and in foreign air forces, and the twin-engined, heavily-armed fighter is advocated in some expert circles. The U.S.A. has two classes of fighter, the "pursuit ship" and the attack 'plane for ground "strafing."

'Feeling of Quiet Confidence'

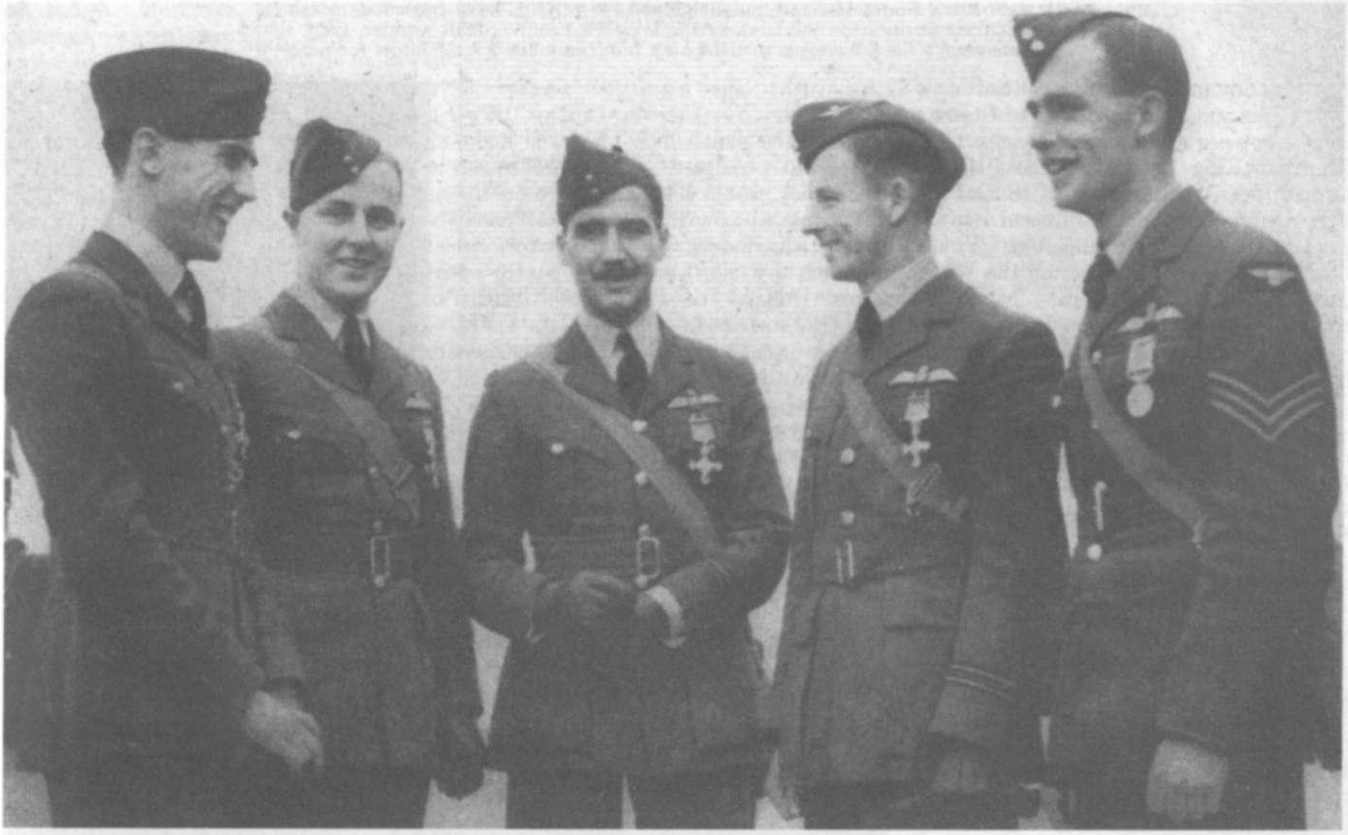
With 'planes and men second to none, and with that extraordinarily efficient defence organization whose heart and head we have glimpsed in the Central Control Room, it is not to be wondered at that the men in charge of the Fighter Command are fully confident of their ability to deal with enemy raiders, whether they come in little parties or in veritable navies of the air. As Sir Hugh Dowding said a short time ago when concluding a broadcast speech: "I should like to leave you with a feeling of quiet confidence in our defence organization." In Service parlance, "Stuffy" is on the job.



Here is a close-up of another table where large-scale sectional maps of districts involved come into use. Watched by the key men in the gallery above, arrows indicating the raiders' progress are moved across the map by a croupier's rake. (The photographs in this page are of studio reconstructions).

Photos from "The Lion Has Wings," courtesy of Alex. Korda

The War's First Air Heroes Decorated by the King



On November 2 the King visited a home station of the Royal Air Force and bestowed decorations on four officers and a sergeant of the R.A.F. who had displayed great gallantry in air operations during the war. Those who were honoured are seen above after receiving their decorations. They are, left to right, Flying Officer Andrew McPherson, Acting Flight Lieut. T. M. Wetherall Smith, Acting Squadron Leader K. C. Doran, Acting Flight Lieut. J. Barrett, and Sergeant W. E. Willits. *Photos, Bippa*

THE King, in the course of a two-day tour of his Air Force, decorated the first five airmen to receive honours during this war in the great hangar of an aerodrome, in which, only a few minutes before, the full activity of the Royal Air Force in wartime had been in progress. Full accounts of the air operations for which three of these awards were given appear in other pages of THE WAR ILLUSTRATED. In page 31 is described the bombing of the Kiel Canal bases, carried out by a flight led by Acting Flt. Lt. Doran (subsequently promoted to Acting Squadron Leader). An eye-witness account is in page 85. In page 156 Captain Schofield, of the "Kensington Court," tells his own story of the rescue of his crew by flying boats commanded by Acting Flt. Lts. Smith and Barrett. Below are official statements of the awards.

FLYING OFFICER ANDREW McPHERSON, D.F.C.

Flying Officer Andrew McPherson carried out reconnaissance flights early in September, and on one occasion was forced by extremely bad weather conditions to fly close to the enemy coast at very low altitudes. These flights made possible a successful raid on enemy naval forces.

FLYING OFFICER (Acting Flight Lieut.) THURSTON MEIGGS WETHERALL SMITH, D.F.C.

FLYING OFFICER (Acting Flight Lieut.) JOHN BARRETT, D.F.C.

Acting Flight Lieut. Smith and Acting Flight Lieut. Barrett were in September, 1939, respectively in command of the first and second of three flying boats of the Coastal Command, Royal Air Force, which were engaged on patrol duty over the Atlantic when they intercepted messages from a torpedoed merchant ship—"Kensington Court." They proceeded to the scene (some 70 miles from the mainland) to undertake rescue work. A lifeboat was seen in the vicinity containing 34 men and the first aircraft alighted and took on board 20 of the crew. A thorough search for enemy submarines was made by the second aircraft which afterwards alighted and, in spite of the heavy swell, took on board the remainder of the crew from the lifeboat.

FLYING OFFICER (Acting Flight Lieut.) KENNETH CHRISTOPHER DORAN, D.F.C.

Acting Flight Lieut. Doran early in September led an attack against an enemy cruiser. In face of heavy gunfire and under extremely bad weather conditions he pressed home a successful low attack with great determination.

SERGEANT WILLIAM EDWARD WILLITS, D.F.M.

Sergeant William Edward Willits was the second pilot and navigator of an aircraft of the Coastal Command engaged in combat with an enemy flying boat in September, 1939. During the engagement, the pilot was shot through the head and collapsed over the control column, but Sergeant Willits succeeded in obtaining control of the aircraft despite the pilot's inertness and the extremely low altitude. After the body of the pilot had been moved clear of the controls, Sergeant Willits piloted and navigated the aircraft back to the base, a distance of about 140 miles. The airman's skill and presence of mind undoubtedly saved the lives of the other members of the crew and also the aircraft.

The King is here seen decorating Sergeant Willits with the Distinguished Flying Medal.

Threatened With War They Appealed for Peace

Of all the neutral States Holland and Belgium have perhaps most cause for uneasiness in view of their position on the flank of the Western Front. Small wonder, then, that on November 7 the Sovereigns of the Low Countries made a fresh effort for peace.

FOLLOWING ever more circumstantial reports of the massing of German 'planes and troops opposite their frontiers, King Leopold of the Belgians and Queen Wilhelmina of Holland on the night of November 7 issued a joint peace appeal to the belligerent Powers. "At this hour of anxiety for the whole world," the telegram began, "before the war breaks out in Western Europe in all its violence, we have the conviction that it is our duty once again to raise our voice." The appeal went on to state that the two sovereigns were ready, by every means that the belligerents cared to suggest and in a spirit of friendly understanding, "to facilitate the ascertaining of the elements of an agreement to be arrived at." It was generally believed that the appeal was the result of the most severe diplomatic pressure, backed by military force, put upon the Low Countries by Germany. King Leopold and Queen Wilhelmina were well known as ardent supporters of the cause of peace, but their efforts might well have been stimulated afresh by the imminent prospect of invasion if the war continued unchecked.

Holland must present a choice morsel to the predatory Nazis. Its capture would provide Germany with air bases some hundreds of miles nearer to the British coast than those of North Germany, and also with some very convenient harbours from which their submarines might operate. So far the scheme cannot but appear most attractive to men who, having launched a war, find it exceedingly difficult to get at grips with their main foe across the North Sea. Yet there are many drawbacks to the plan which may well make the Nazis hesitate. The aerodromes which they would hope to create on the Dutch plains could be easily attacked by British raiders, and, moreover, an approach by air would be opened up across Holland to the great German industrial district of the Ruhr. It might also be urged that the invaders would also have to face the task of supporting the Dutch population, who, of course, would be cut off from their sources of overseas supply by the British blockade.

This consideration has not, perhaps, much weight, in view of the indifference with which the German conquerors regarded the sufferings of the native population during their occupation of Belgium in the last war. Much more force would be attached to the world-wide reprobation which would be aroused by the forcible seizure of the Netherlands,

One of the national heroes of Belgium in the last war, Burgomaster Max, of Brussels, died on November 6, 1939, when his country was once again menaced by Germany.

The threatening attitude of Hitler towards Holland and Belgium led to the dramatic meeting between Queen Wilhelmina and King Leopold on November 6-7, after which they issued their peace appeal. They are seen here as the King entered his car to return to Brussels.
Photo, Wide World

The Dutch Army has been steadily prepared for all eventualities, and these troops are assembling at Maestricht. On November 10 leave was stopped and all men on leave were recalled. The wartime establishment of the Dutch Army is about 250,000 men.
Photo, Camera Talks

and in this connexion it should be remembered that the Dutch element in the United States is very strong—President Roosevelt himself is of Dutch descent—and of our own dominions, South Africa is allied to Holland by ties of race, language, culture and old history.

Yet another consideration might be advanced—the support by land and sea, and in the air, which the British might be expected to afford to a country the maintenance of whose integrity has ever been one of the prime objects of our foreign policy. Thus it was highly significant that on the day following the peace appeal, Mr. Hore-Belisha, Secretary for War, told a private gathering of M.P.s that though Britain had sent considerable forces already to France, she still maintained enormous reserves at home.

No doubt the Germans, if they decided to launch an offensive, would hope to overrun Holland before any effectual aid could be rendered by the Allies. The Dutch army has not been engaged in a big Continental war since 1815, but there

is every reason to suppose that the spirit of the burghers who routed the legions of Alva burns undimmed in the Hollanders of today. Moreover, those motorized columns which wrought such speedy havoc in Poland could easily be halted in the Dutch lowlands. Early in November, as soon as the situation became threatening, the Dutch raised the level of their dikes, and it was declared that in a few hours a great stretch of country to the east of the vital ports of Amsterdam and Rotterdam could be flooded with the fresh waters stored in the Zuider Zee and the Yssel Lake. "If the Germans hope to beat the waters in speed, they make a great mistake," said a high Dutch official to the special correspondent of the "Daily Telegraph"; "among all the forces of Nature water is the strongest, and nobody in the world knows it better than the Dutch."

If Holland were attacked, Belgium would not necessarily be involved, for however great the mutual interests of the two countries they are not formally allied. If, however, Germany intended not only to secure favourable bases for the attack on England, but also to deliver a mortal blow at France, then the Nazis might attempt to turn the flank of the Maginot Line by a sudden onslaught through Belgium, thus repeating the strategy of 1914. But the result would be far different. Belgium, as King Leopold said in his speech of October 27, is ten times stronger than she was in 1914. The forts of Liège have been completely modernized, and between Liège and Antwerp now runs the strongly fortified Albert Canal. The Ardennes, too, are honeycombed with forts.

Belgium's neutrality has been guaranteed not only by France and Britain, but by Germany. Always in her people's minds, however, are bitter memories of 1914, and it was with poignant emotion that, on Nov. 10, they paid a last tribute to that heroic figure, Burgomaster Max, whose courage sustained them in the dark days of the German occupation.

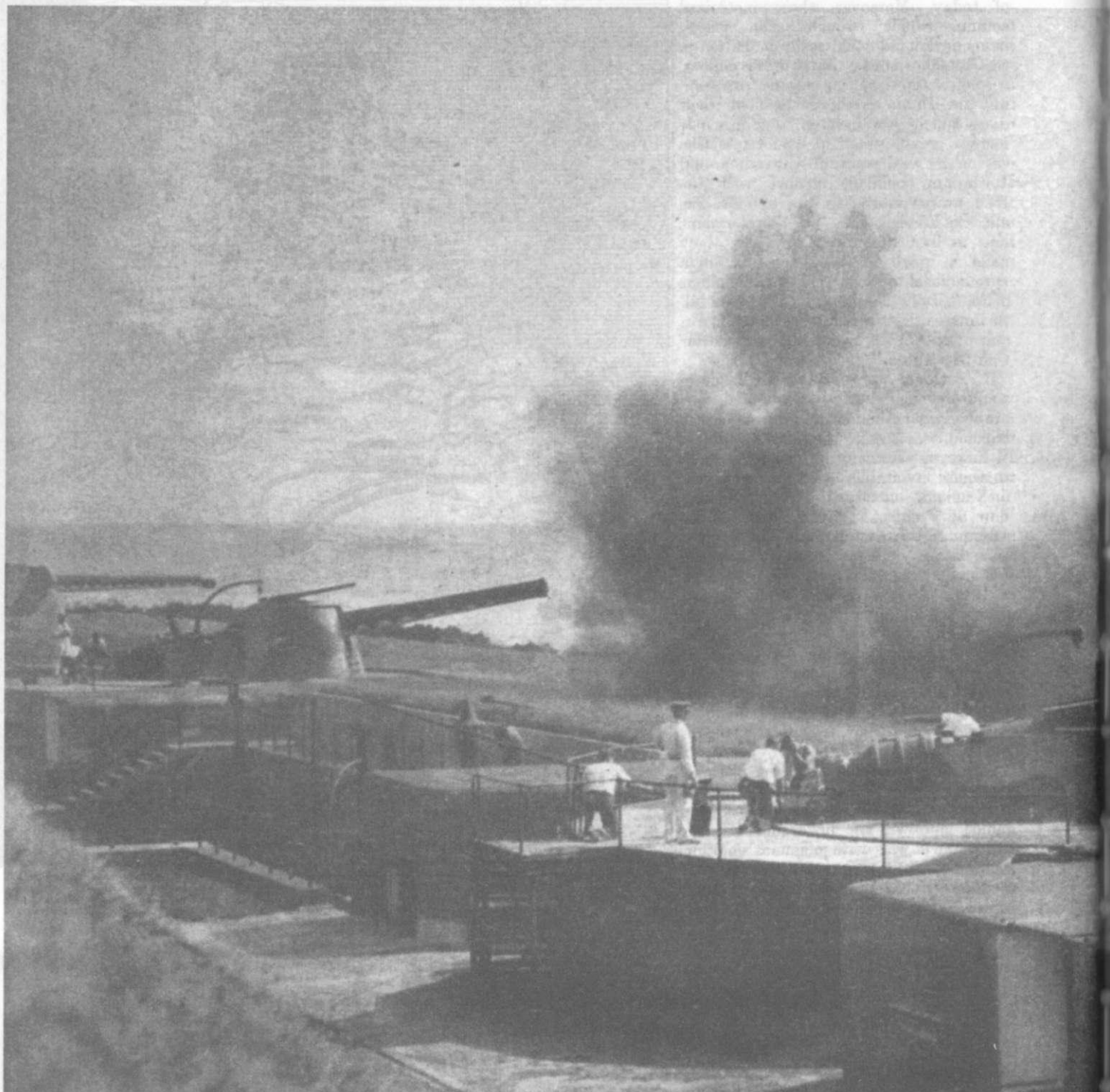
This map shows the defences which the Germans would have to face in an invasion of Holland or Belgium. The areas south of the reclaimed Zuider Zee that can be flooded are lightly shaded, but Holland's first line of defence is the rivers Yssel and Maas. Both the Yssel and the Albert Canal afford further flood defences. Belgium is defended on the S.E. by the line of forts from Liège to Dinant, and N. of Brussels by forts on the Albert Canal.

Map, courtesy of the "News Chronicle"

Should the Nazis attempt to invade Holland they must find a terrible obstacle in the flooding of a large area which the Dutch Government is determined to carry out. So far all that has been done is to allow the water of some of the canals to rise, as seen in the photograph, left. Belgium is ready as she was in 1914, and, right, is a gun in a concrete emplacement, part of the defences of a frontier village.

Photos, Sport & General and Central Press

When These Great Guns Begin to Speak Britain May Well Bi



WORDS THAT HISTORY WILL REMEMBER

A Select Record from Week to Week of Important War Declarations and Statements

(*Continued from page* 306)

Wednesday, October 25, 1939

LEOPOLD, King of the Belgians in a broadcast to the United States :

In 1937 Belgium proclaimed her policy of independence. Our large neighbours acknowledged this declaration, and even went further by committing themselves to respect Belgian territory.

Belgium is one of the smallest and most densely populated countries in Europe. She is thus dependent on her own activities and on the free extension of her commerce and industry abroad. Belgium has no territorial ambitions.

Neutrality is vital to us. Peace is for the Belgian people a matter of life and death.

If we were to become involved in the fray, it would be on our soil that the issue would be fought out. That would spell utter destruction for Belgium, whatever the issue of the war.

Side by side with Holland, Belgium stands for a pacific island in the interests of all. A strong neutral Belgium constitutes a stronghold of peace and an element of conciliation which can alone save our civilization from the abyss into which a world war would throw it.

We fully know our rights and our duties. We await the future with steadfast serenity and a clear conscience which nothing can perturb. We are prepared to exert our entire strength in order to uphold our independence.

Exactly 25 years ago, day for day, the Belgian army, under the command of my father, King Albert, checked after a hard battle the progress of a cruel invasion.

If we were attacked—and I pray God this may not happen—in violation of the solemn and definite undertakings that were given us in 1937, and were renewed at the outset of the present war, we would not hesitate to fight with the same conviction, but with forces ten times stronger.

Once again a single-minded nation would support its army.

Let me express the hope that the American nation, to whom we seem so closely drawn, will encourage and support the attitude we have adopted for the good of peace in the service of civilization.

COLONEL DENEYS REITZ, South African Minister of Native Affairs, in a broadcast from London :

In the past we fought two bitter wars against the British. I myself served for three years under arms against the British Empire, and I went into exile in a strange land rather than live under the British flag.

But Great Britain, after defeating us in war, treated us with a generosity unknown in history and conferred on us an even greater measure of liberty than we had enjoyed under our own former Republics.

Today, as a voluntary partner in the British Commonwealth, we are not only free, but far safer than we could hope to be if we were on our own with the smash and grab policy which is now trying to dominate the world.

Tuesday, October 31

M. MOLOTOV in an address to the Supreme Soviet Council :

The ruling circles of Britain and France have been lately attempting to depict themselves as champions of the democratic rights of nations against Hitlerism, and the British Government has announced that its aim in the war with Germany is nothing more nor less than the "destruction of Hitlerism."

It amounts to this, that the British, and with them the French supporters of the war, have declared something in the nature of an "ideological" war on Germany reminiscent of the religious wars of olden times.

In fact the religious wars against heretics and religious dissenters were once the fashion. As we know they led to dire results for the masses, to economic ruin and the cultural deterioration of nations.

But there is absolutely no justification for war of this kind. One may accept or reject the ideology of Hitlerism as well as any other ideological system. That is a matter of political views.

But everybody should understand that ideology cannot be destroyed by force, that it cannot be eliminated by war. It is therefore not only senseless but criminal to wage such a war as a war for the "destruction of Hitlerism," camouflaged as a fight for "democracy" . . . .

The real cause of the Anglo-French war with Germany was not that Britain and France had vowed to restore the old Poland, nor that they had decided to undertake a fight for democracy.

The ruling circles of Britain and France have, of course, other and more actual motives for going to war with Germany. These motives do not lie in any ideology but in their profoundly material interests as mighty Colonial Powers.

The possession of these colonies, which makes possible the exploitation of hundreds of millions of people, is the foundation of the world supremacy of Great Britain and France . . .

It is fear of losing world supremacy that dictates to the ruling circles of Great Britain and France the policy of fomenting war with Germany . . . .

The non-aggression pact concluded between the Soviet Union and Germany bound us to maintain neutrality in the case of Germany participating in war. We have consistently pursued this course, which was in no wise contradicted by the entry of our troops into the territory of the former Poland which began on September 17.

It will be sufficient to recall the fact that on the same day, September 17, the Soviet Government sent a special note to all states with which it maintains diplomatic relations, declaring that the Soviet would continue its policy of neutrality in its relations with them.

It is known that our troops entered the territory of Poland only after the Polish State had collapsed and actually ceased to exist. Naturally we could not remain neutral towards these facts, since as a result of these events we were confronted with urgent problems concerning the security of our State.

Friday, November 3

Hon. T. A. CRERAR, Canadian Minister for Mines and Natural Resources, in a broadcast from London :

We now see a Britain at war, but, as always, a Britain calm and resolute, not to be shaken from a high resolve which has not been lightly taken, and which will be carried through to the end.

May I pay a tribute here to the spirit of this ancient people and to that tribute add the firm conviction that once again, as so often in the story of these islands, this spirit will triumph over the difficulties and dangers of the hour ?

In this war we in Canada are with you, as you are with us, to the end, but we are fighting not merely because of a sentimental impulse to come to the help of the Mother Country.

That feeling, of course, is strong among us, but it could not alone account for the dedication of the strength and spirit of Canada to meet the challenge of this conflict.

Remember that to a great part of Canada the United Kingdom is not a mother country, as approximately half the people of the Dominion are of non-Anglo-Saxon stock.

We are made up of every race—even German-Canadians, who are now loyal to the best that is in Germany and are for that reason joining with other Canadians in the fight against the debasing creed of Nazism.

In this struggle we are as one . . . because we are conscious that we are fighting for our own ideals and for our own existence.

Monday, November 6

Hon. R. G. CASEY, Australian Minister of Supply, in a broadcast from London :

Many foreigners find it hard to understand why a remote self-governing country like Australia goes to war, without any pressure being brought to bear on her, just because your little island, on the other side of the world to us, is at war. The answer is, of course, that we are all of the same British race and we belong, and willingly and gladly belong, to the same British Empire—and that when the King is at war we are all at war.

Although we in Australia are 13,000 miles away, we have seen, as clearly as you, the systematic destruction of three small European countries one after another, and, like you, we realise that if this gangster business is not stopped normal life will become impossible for half the world, including ourselves.

OUR WAR GAZETTEER

Ankara (or Angora). Capital city of Turkey, in heart of Asia Minor; seat of govt. moved here by Mustafa Kemal in 1923; pop. 135,000.

Godesberg, Bad. German health resort on left bank of Rhine, 4 m. S. of Bonn; scene of second conference between Hitler and Chamberlain, Sept. 24, 1938; now German Army H.Q.; pop. 20,000.

Hague, The (Dutch 's Gravenhage). Capital city of Netherlands, 1¼ m. N.W. of Rotterdam and 2½ m. from North Sea; royal palace; modern buildings include Palace of Peace, built by A. Carnegie for Court of International Arbitration; first Hague Conference in 1899; pop. 486,750.

Hango (Finnish Hankoriemi). Seaport of S. Finland, at entry to Gulf of Finland; terminus of rly. from Leningrad; pop. 8,000.

Haugesund. Seaport of Norway; on W. coast near S. extremity of isl. of Karmö, 60 m. from Bergen; pop. 17,000.

Murmansk. Seaport of U.S.S.R. within Arctic Circle, at head of Kola Inlet; developed in 1915 as Arctic terminus of Murman rly.; occupied by Allies, 1918–19; only ice-free port in Russia (except new Baltic bases); pop. 117,000.

Petsamo. Seaport of Finland; that country's only port in Far North; centre for "midnight sun" excursions.

Tromsö. Seaport of Norway, on an island in far N.W.; chief port for Spitsbergen: pop. 10,000.

Venlo. Town of the Netherlands; on right bank of Maas, immediately adjoining German Rhineland; railway junction; pop. 27,000.

Despite the War Paris is Not So Gloomy

Here is an impression of the changes wrought by war in the traditionally gay captial of France. The war is only 200 miles away by direct aeroplane flight, but Paris resolutely refuses to be blacked-out.

ANYONE who visited Paris in the early days of the war would have had some difficulty in believing that this was the city which boasted of being, above all others, the city of light and laughter. In those early days Paris was as dark and gloomy as London—it is difficult to say more.

As the days and weeks passed, however, the blanket of gloom was slowly lifted. So many lamp standards were knocked down in front of the little luxury shops in the Rue de Rivoli that the City Fathers resolved to re-light the extinguished street lamps. There was not, of course, a return to the brilliant illumination of pre-war days; but the lamps, carefully shaded or provided with blue bulbs, gave sufficient light for reading one's evening paper as one strolled along the boulevards. Traffic was slowed up, but pedestrians did not have to take their lives in their hands every time they crossed the road, nor were hand-torches necessary for feeling one's way along the pavement.

Today Paris displays few ugly piles of sandbags such as litter nearly all the streets of London. Few of the shop-windows are protected by sandbags or boards, though here and there are some crisscrossed with paper: with typical native taste these strips are applied so as to make an artistic design. The public A.R.P. shelters are not so conspicuous by their ugliness as with us, and in many districts they have been rendered almost unnecessary owing to the large cellars with which the big blocks of flats, in which so many Parisian families live, are provided. Those amusements on which the fame and prosperity of Paris so largely depend were at first severely curtailed; but ere long something of the old gaiety crept back. In the warm autumn evenings crowds of boulevardiers still sipped their coffee at the little tables beneath the gaily striped awnings, and the cinemas and a handful of the music-halls reopened. Not, however, the expensive stage shows of artistic nudity; the Bal Tabarin, for instance, was converted into a cut-price restaurant for out-of-work artistes.

So far as the general aspect of the city is concerned the chief difference between August and today is the almost entire absence of men below middle age. Mobilization in France makes practically a clean sweep of the nation's manhood. Fortunately, however, Frenchwomen are excellent business managers, and in Paris today vast numbers of married women by going out to work manage to keep together those homes which could not possibly be maintained on a French soldier's pay. French women in uniform, however, are hardly ever seen.

In one respect, at least, France is very much better off than Britain: she is practically self-supporting. Up to the present there has been no lack of foodstuffs, and in Paris living is reported to be extraordinarily cheap. So far there have been no signs of rationing beyond the fact that no meat dishes are served in the restaurants on Mondays and no beef is obtainable on Tuesdays.

Though sandbagging of business premises has not been carried out to the same extent in Paris as it has in London, the public monuments of Paris have been carefully guarded. In the top photograph is a huge heap of sandbags ready to be piled against the Arc de Triomphe. In the lower photograph is a group of midinettes, each carrying her gas mask.

Paris had its evacuations, and, like London, its evacuees have been returning in a steady stream. The call of central heating brought many back from the country, but to their deep disgust some found, when they arrived back in their flats, that the landlord was refusing to "keep the home fires burning," on the ground that so many of his tenants had been mobilized—and in France a mobilized man does not have to pay rent.

So the life of the great city goes on. Whether in the gross darkness that followed the declaration of war or in the subdued light in which they move today, the Parisian people—the city clerk and the concierge, the charlady and the charming midinette—all display unbroken their traditional spirit, that combination of valour and vivacity, good taste and good living, which has made them famed for centuries and throughout the world.

They Have Come Back to Blighty Already

Entertainment for the troops has naturally been extended to the hospitals at home, and the photographs above and below were taken at a hospital "somewhere in England" where soldiers were being entertained. There we see nurses and soldiers joining in community singing, while below is the "front row of the stalls" absorbed in the entertainment.

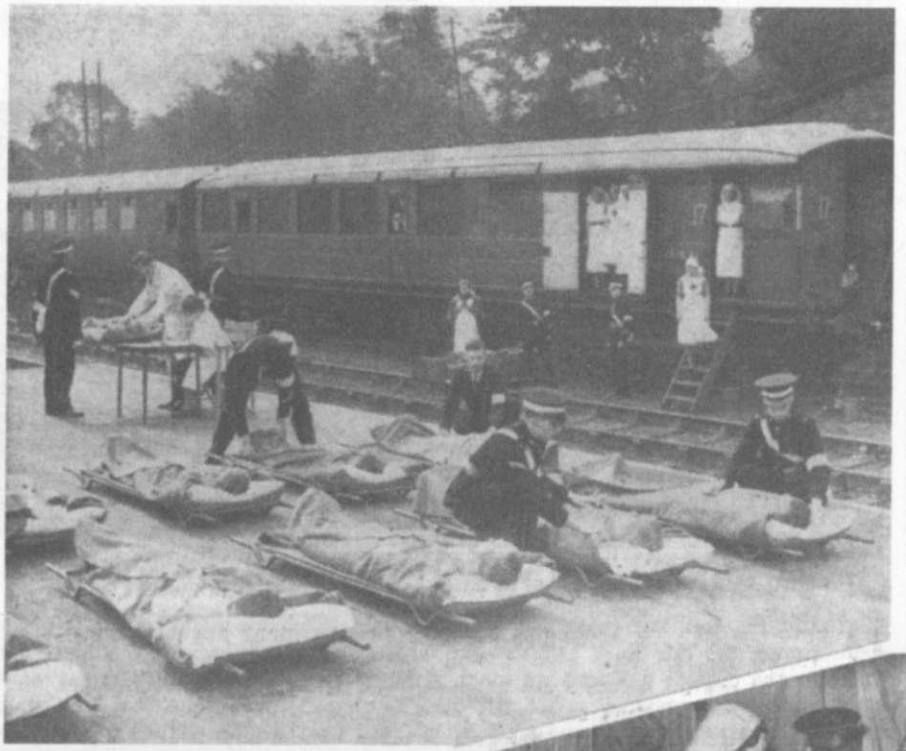
Photo, L.N.A.

So far all the men killed and wounded in action have been in the Royal Air Force and the Royal Navy, the latter having naturally the greater list of casualties due to the loss of capital ships. It was, however, inevitable that there should be a number of casualties among the men of the British Field Force due to accidents, many of them of the kind that might have overtaken the sufferers in civil life, and there have also been the cases of illness, these again of the kind that might be contracted in ordinary life. Two hospital train-loads of such cases arrived in England early in November, and the arrangements for dealing with them worked perfectly even to the provision of entertainments for the convalescents.

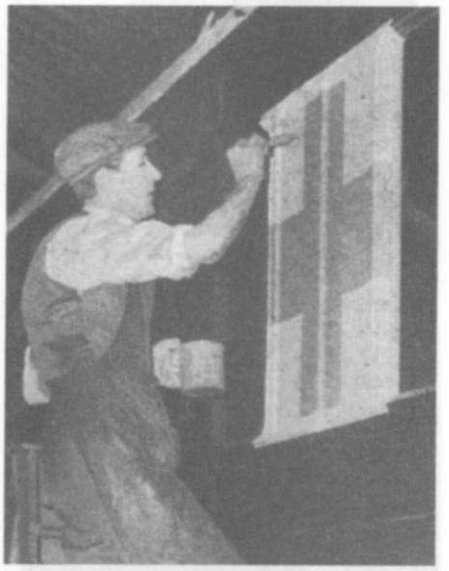
This nursing sister is helping men, who have each an arm in a sling, to a light. Adjoining, patients are at exercise in the hospital grounds. The man on the left has fought before and wears a long row of medal ribbons.

Photos, L.N.A. and Associated Press

Smoothing the Way of the Wounded



Above, a rehearsal with one of the ambulance-trains provided for service in air raids is being carried out by doctors, nurses and St. John Ambulance men. *Photo, Fox*

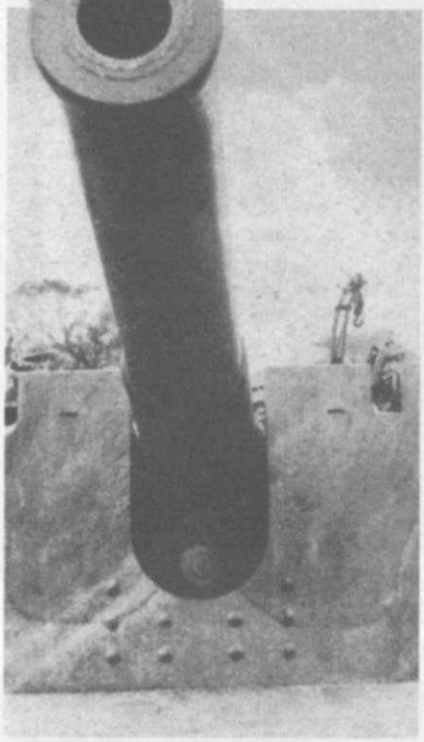


The carriage-works of the four great railway companies have been busy building ambulance trains. Above at the L.M.S. works a red cross is being painted on a hospital train. *Photo, Fox*

What is practically a hospital ward afloat is here seen. The medical officer is conducting a practice to ensure that when wounded men are brought on board everything shall work without a hitch. Each bunk is occupied by a man with imaginary wounds, and the M.O. is taking down particulars.

So far from being camouflaged, hospital-ships are made as conspicuous as possible. Like that seen centre left in a British port, they are painted white with a broad green or red stripe along the side and fly a Red Cross flag, but even this was not sufficient in the last war to save them from attack by German submarines. Hospital-ships carry a large staff of doctors and nurses and are in every respect floating hospitals. Above are some of the nurses on the bridge of a hospital-ship that has accommodation for 170 patients. *Photos, Planet News and Central Press*

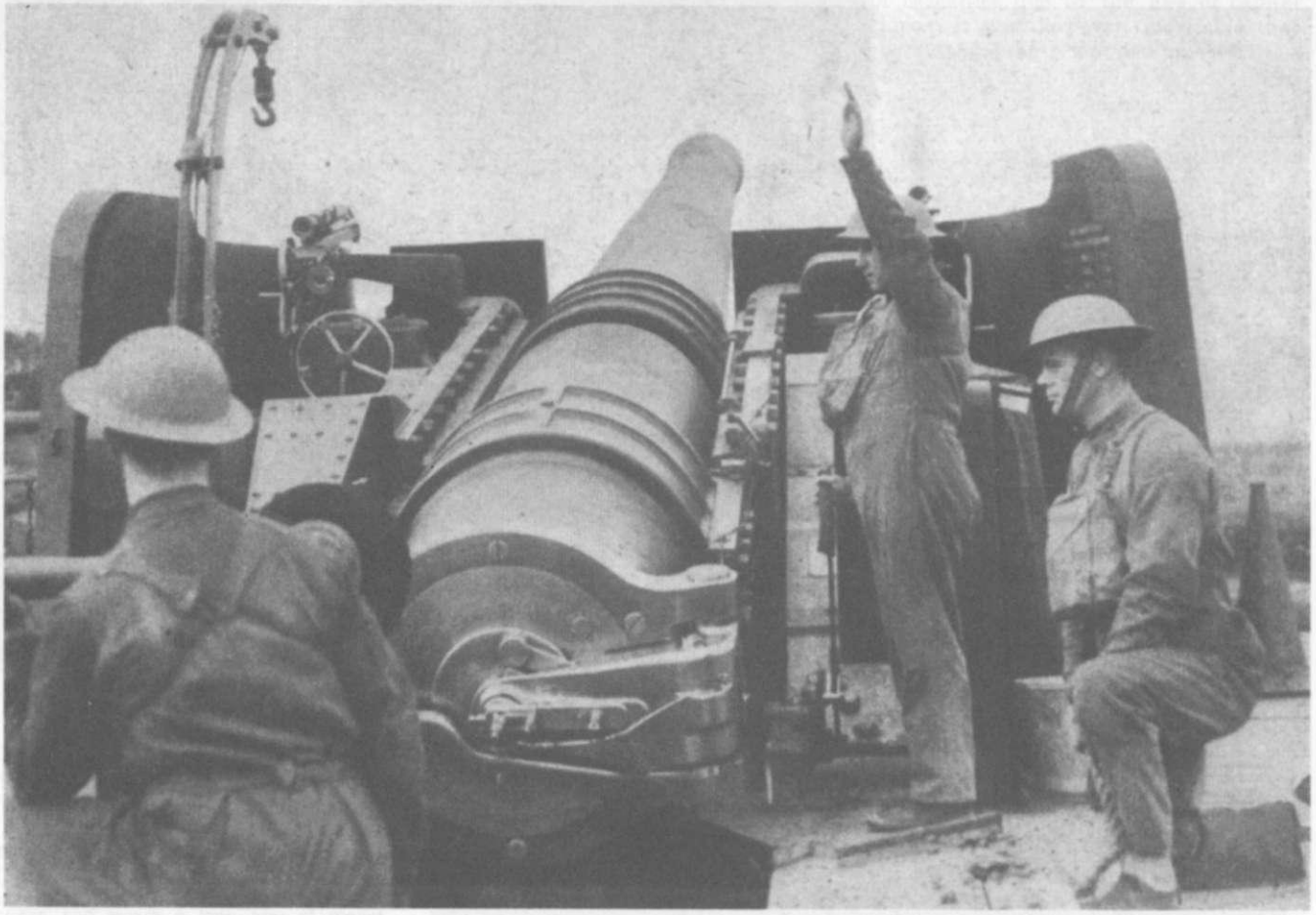
Great Guns that Make Our Coasts Secure



The muzzle of a big coastal defence gun seen at close quarters is an impressive threat to all enemy raiders.

Here the gun crew of one of the coastal batteries are seen at their battle stations. In peacetime such heavy guns are seldom fired for practice owing to the heavy cost of the shells, but in wartime, when training has to be intensified, this consideration must be ignored

DURING the last war there was a danger that Germany might attempt to land troops on the East Coast; and though that danger is now almost non-existent, the coastal defences are much stronger and even a solitary raider would have difficulty in getting sufficiently close in shore to do serious damage. Some idea of the strength of these defences is given by the photographs in this page, and those in pages 321 and 336–7. These powerful batteries form a strange contrast to the Martello towers dotted along the south-east coast which formed Britain's coastal defences when Napoleon's threat of invasion was an ever-present menace.



This photograph of a gun of a coastal battery was taken a few seconds before the gun was fired. The gun has been sighted and the artilleryman with his hand upraised is waiting the signal to fire. On the left is a man ready to sponge out the gun when it has been fired. The shells of such guns are too heavy to be handled and on the left is the hoist used to place them in the breech.

Photos, British Official. Crown Copyright

In Wartime 'Q' is Big Business

We marvel, and rightly, at that wonderful piece of business organization, a big departmental stores. But the work of supplying the wants of even a large section of the civilian buying public is almost child's play compared with that of meeting a great army's every need.

SPIDERS are helping to win the war against the Nazis. In instrument factories in all parts of the country groups of spiders are housed in most comfortable quarters, regularly fed on selected rations and encouraged in their penchant for web-making when the needs of the country require. For their webs, wound on frames as they are spun, are used in the making of lens sights.

It was the Director of Ammunition Production, Ministry of Supply, Eng. Vice-Adml. Sir Harold Brown, who called attention to the patriotic labours of British spiders, and the story may be taken as an indication of the extraordinary ramifications of the supply system of the modern British Army.

The task of organizing the transport of the British Field Force to France fell upon Lieut.-General Sir W. G. Lindsell. With such accuracy was it planned that there was not a single casualty.
Photo, Vandyk

The task of feeding the Army rests with the Quartermaster-General, Lieut.-General Sir Walter Venning. He is here seen at the War Office with Lieut.-General D. S. Collins, Controller of Engineer Services, and Major-General T. S. Riddell-Webster, Deputy Quartermaster-General. *Photo, Topical.*

An army, whether it be at home or in the field, is in need of a thousand and one things, ranging from boots to big guns, from tinned milk to petrol, from bully-beef to flea powder. So far as the soldiers are concerned, these supplies come through the Royal Army Service Corps and the Royal Army Ordnance Corps, the former being responsible for food and transport and the latter for most of the other paraphernalia of modern war.

At the head of the Army "Q" department is H.M. Quartermaster-General, Lieut.-Gen. Sir Walter Venning, whose job it is to see that the British Army, whether at home or in the field, gets all the supplies it needs. The Q.M.G. in France is Lieut.-Gen. Lindsell. At home is a vast organization of civilian firms whose activities are called into being and directed by the Ministry of Supply. This Ministry was established only so recently as April 1939, with Mr. Leslie Burgin as its head; but in the first month of war it distributed orders to the value of more than £110,000,000 sterling, and over 10,000 civilian firms are on its books as direct contractors. The number of firms indirectly engaged in war work for the Ministry is beyond computation.

Wherever the soldier may be, whether he is wearing out his boots on the parade ground at the depot or firing off ammunition on the ranges, whether he is on the march to the port of embarkation or is in tents, hutments or billets beyond the Channel; whether his arm bears not even a solitary stripe or whether there are red tabs to his tunic—he is never out of the charge of the vast "Q" organization.

With an army of nearly 200,000 men in France, some 90,000 tons of supplies of all sorts have to be provided and transported every month. From the factories under the Ministry of Supply's control the goods are sent by road or rail to the collecting depot, or perhaps direct to the port of embarkation. Conveyed across the Channel, they are sorted at huge base camps which may have an area of, say, 15 square miles, and then dispatched by special trains to the different railheads, whence they are collected by the transport of the corps or divisions and then distributed direct to the troops; or they may be stored in reserve depots spaced out on the lines of communication.

Without a doubt the British soldier at the front is better fed, better clothed and generally better looked after than any other soldier in the world—now or in the past. He has three good meals a day—sometimes four; he gets fresh meat and newly-baked bread, his diet is varied; he is to have two blankets, whereas the *poilu* shares one with a comrade.

Since the Field Force took up its positions 46 days' reserve of food and 38 days' reserve of everything else have been built up in France—of everything except ammunition. Of that the stores are very much larger; the Q.M.G. knows just how large, but he won't tell. . . .

The transport of food and other stores from the railheads in France to the forward positions necessitates the use of many hundreds of motor lorries. Here a convoy is drawn up in a French town ready to set off. The French roads have withstood the strain well.
Photo, British Official, Crown Copyright

'IN THE END WE SHALL BREAK THEIR HEARTS'

In his second statement to the House of Commons on the work of the Royal Navy made on November 8, Mr. Winston Churchill, First Lord of the Admiralty, described the loss of the "Royal Oak" and made an encouraging survey of the U-boat campaign.

"It is now established that the Royal Oak was sunk in the early hours of October 14 by a German U-boat, which penetrated the defences of the land-locked anchorage of Scapa Flow." This was the dramatic opening of Mr. Churchill's masterly survey. Then he proceeded:

These defences were of two kinds. First, the physical obstructions by nets, booms and block ships, and, secondly, by small patrolling craft upon the approaches to the various entrances or sounds, which are seven in number.

Neither the physical obstructions nor the patrolling craft were in that state of strength and efficiency required to make the anchorage absolutely proof as it should have been. It was not proof against the attack of a U-boat on the surface or half-submerged at high water.

Measures had been taken and were being taken to improve the physical obstructions, and the last block ship required reached Scapa Flow only on the day after the disaster had occurred.

All the more was it necessary while these defences were incomplete that the patrolling craft should have been particularly numerous, but from a variety of causes connected with the movements of the Fleet, which was not at that time using the anchorage, these patrolling craft were reduced below what was required.

I am unable to enter into details, because a full explanation—and no explanation is worth giving unless it is full—would reveal to the enemy matters which would throw a light upon our methods of defence. . . .

I must content myself by saying that the long and famed immunity which Scapa Flow, with its currents and defences, had gained in the last war had led to a too-easy valuation of the dangers which were present.

An undue degree of risk was accepted both at the Admiralty and in the Fleet. At the same time I must point out that many risks are being accepted inevitably by the Fleet and by the Admiralty as part of the regular routine of keeping the seas, and these risks which were inadvisedly run at Scapa Flow seemed to highly competent persons to be no greater than many others. . . .

Paying the Forfeit

Thus the forfeit has been claimed, and we mourn the loss of eight hundred gallant officers and men, and of a ship which, although very old, was of undoubted military value.

The inquiries which have been completed have brought out all the knowable facts to our attention.

The Admiralty, upon whom the broad responsibility rests, are resolved to learn this bitter lesson, namely, that in this new war, with its many novel complications, nothing must be taken for granted; and that every joint in our harness must be tested and strengthened so far as our resources and ingenuity allow. . . .

During this opening phase of the war the Royal Navy has suffered a greater loss of life than all the other forces, French and British, on sea, on land and in the air combined.

Every loss inflicted on us by the enemy has been at once announced.

In addition, since the outbreak of war, one of our submarines, H.M.S. "Oxley," has been destroyed by an accidental explosion in circumstances which made its publication inadvisable at the time. These are the only three losses we have had of H.M. ships of war, but they are, of course, serious losses.

What I told the House under much reserve six weeks ago, I can now repeat with more assurance—**namely that we are gaining a definite mastery over the U-boat attack. . . .**

During the first eight weeks of war our net loss of tonnage has been less than one-third of one per cent. This takes no account of the important chartering operations from neutrals which are now in progress.

It is interesting to note that one of the most valuable of recent prizes was captured from the enemy by the 'Ark Royal,' which the German wireless has sunk so many times.

When I recall the absurd claims that they have shouted round the world I cannot resist saying, **we should be quite content to engage the entire German navy, using only the vessels which at one time and another they have declared they have destroyed.**

A not less favourable balance is presented when we turn from the tonnage of ships to that of cargo. More than 10,000,000 tons of cargo were brought into this country in British and neutral ships in the first eight weeks of the war; less than 250,000 tons have been lost.

But over 400,000 tons of cargo consigned to Germany have been captured. Even taking into account 50,000 tons of exports which were lost, there remains a balance of over 100,000 tons in our favour. . . .

When we contemplate the difficulty of carrying on in full activity our vast processes of commerce, and the need of being prepared at 100 points and on 1,000 occasions in the teeth of the kind of severe attack to which we are being subjected, I feel that credit is due to the many thousands of persons who in every quarter of the globe are contributing to the achievement, and especially to the central machinery and direction which is in fact holding the seas free as they have never been at any time in any war in which we have been engaged.

Confidence in the U-Boat War

Now I turn to the offensive against the U-boats. It is very difficult to give assured figures, because many a marauder who is sunk in deep water leaves no trace behind. There must be a doubt and a dispute about every case in which we have not a survivor, or a corpse, or a wreck to show.

But I think it would be a fairly sound conservative estimate that the losses of U-boats lie between two and four in every week according to the activity that prevails.

Of course, when many are out there are more losses to commerce and more U-boats are killed.

But the other side must also be considered. I have not hitherto mentioned to the House the German building. We must assume that perhaps two new U-boats are added every week to the hostile strength, and in ten weeks of war this would be twenty.

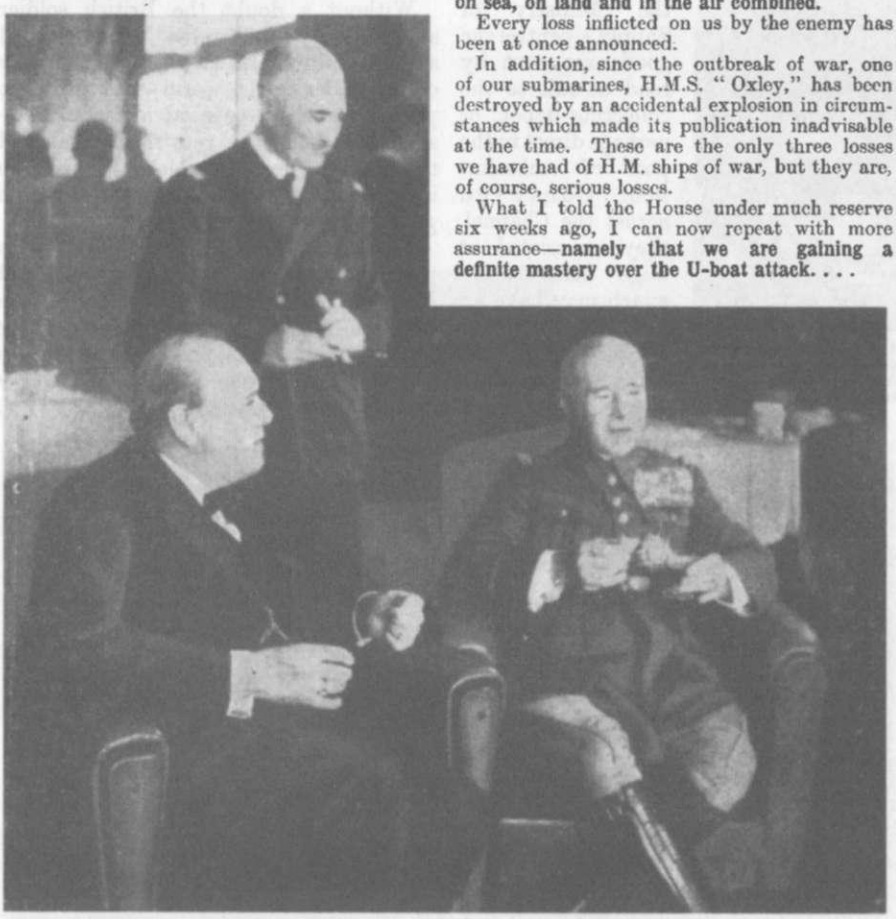
At any rate, our expectation is that we must face a hundred U-boats available in January, less whatever sinkings have occurred in the interval. It will be seen, therefore, that, although we are making headway, a long and unrelenting struggle lies before us.

For this our preparations are moving forward on the largest scale. Three times as many hunting craft are now at work as at the outbreak of the war, and very large reinforcements of vessels, specially adapted to this task, will flow in increasingly from the spring of 1940 onwards. Therefore it would seem that, judged upon the material basis alone, we may face the future with confidence.

But it is not only the material basis which will decide this struggle. Training the crews and especially providing the skilled officers will be the hardest part of the enemy's task.

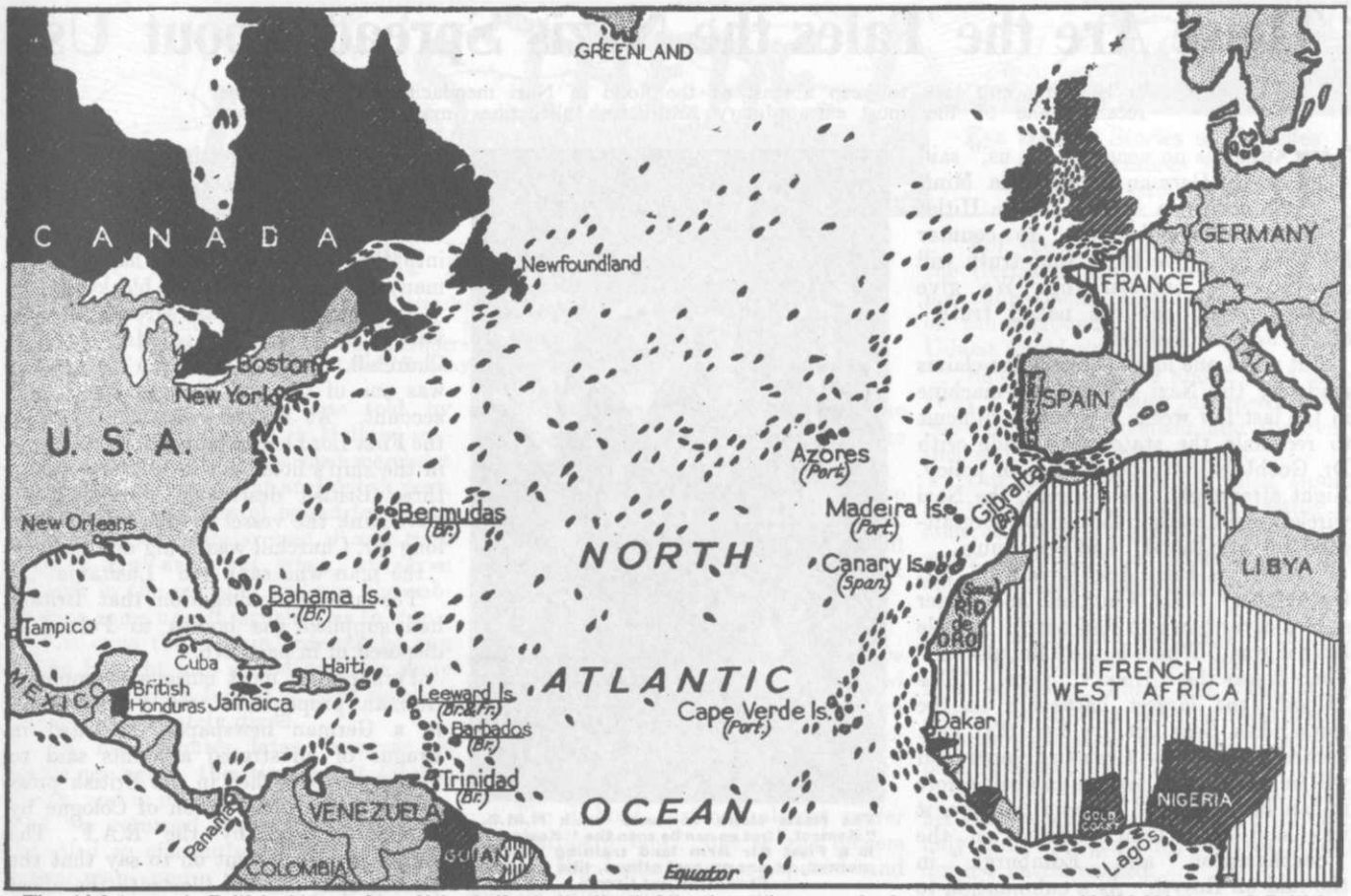
Moreover, a conflict from which perhaps one in four of each excursion never returns, and the others with grievous experience, is one which must have in it many deterrent factors. We are exposed to a form of attack justly considered abominable, but we are making successful head against it.

I must warn the House again that continual



The close contact between Great Britain and France in all naval and military matters was emphasized by the visit of Mr. Winston Churchill to Paris which ended on November 5 after he had discussed the problems confronting the British and French Navies. He is here seen at the Ministry of Marine, Paris, with General Gamelin and Admiral Darlan, Commander-in-Chief of the French Navy.

Photo, The Times



The chief danger to British shipping from U-boats lies in the North Atlantic. When war broke out there were 18,500,000 tons of British shipping at sea, and Britain, in the first eight weeks, had a net loss of less than one-third of 1 per cent. This map, based on an Admiralty Chart, shows the approximate position and number of British merchant ships at sea in the North Atlantic on an average day before the outbreak of war, and demonstrates clearly the enormous target available to the U-boats. About 2,500 vessels are now constantly at sea in wartime.

Courtesy of the "News Chronicle"

losses must be expected. No immunity can be guaranteed at any time.

There will not be in this war any period where the seas will be completely safe; but neither will there be, I believe, any period when the full necessary traffic of the Allies cannot be carried on.

We shall suffer and we shall suffer continually, but by perseverance, and by taking measures on the largest scale, I feel no doubt that in the end we shall break their hearts.

In addition to the U-boat menace, we have to face the attack of the surface raider. It is certain that one, and possibly two, of the so-called pocket battleships has been out upon the Atlantic trade routes during the last six weeks. . . .

The Sea Attack is Controlled

But what is remarkable is that, although these powerful vessels have been lying athwart the stream of convoys and individual vessels crossing the Atlantic, they have not been able, or have not dared, so far—and I speak under the greatest reserve—to make any captures worth considering. Only two ships, aggregating 10,000 tons, have been sunk so far by surface action, compared to 212,000 by the U-boats. . . .

On the other hand, let me again strike the note of warning, because the element of risk is never absent from us or indeed from the enemy. Thus, up to the present not only has the U-boat campaign been controlled, but also the attack by surface raiders both by warships and by armed merchantmen has not developed in any serious way.

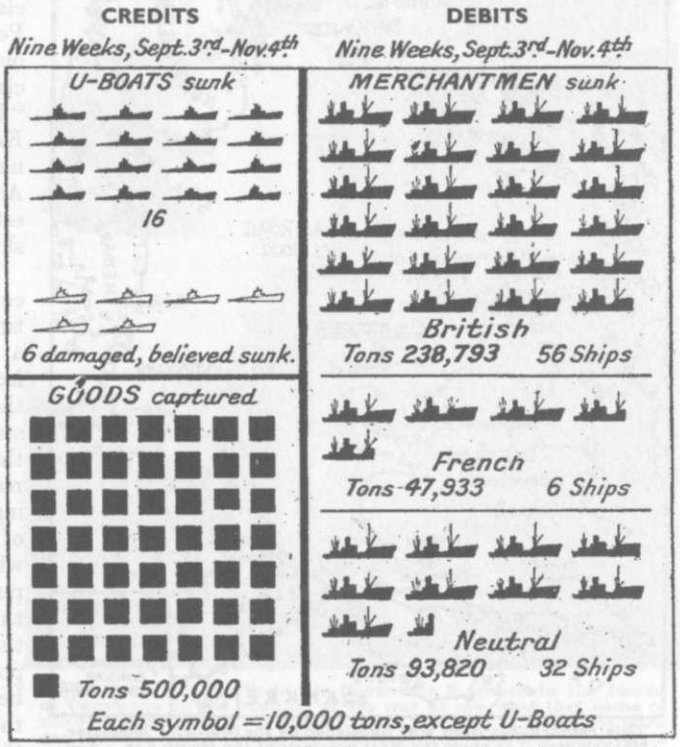
At this point I must speak of the remarkable contribution of the French Navy, which has not for many generations been so powerful or so efficient. Under the long care of Admiral Darlan and the Minister of Marine, M. Campinchi, a magnificent fighting and seafaring force has been created.

Not only have we been assisted in every way agreed upon before the war, but besides a whole set of burdens have been lifted off our shoulders by the loyal and ever-increasingly vigorous co-operation of the French Fleet. It seems to me a wonderful thing that when France is making so great an effort upon land she should at the same time offer to the Allied cause so powerful a reinforcement upon the seas.

The House must not underrate the extreme exertions that are required from our sailors and our officers, both in the Royal Navy and in the merchant service, in carrying forward almost uninterruptedly the whole world-wide business of British and Allied commerce.

Happily the reinforcements which are coming to the fleets and to the flotillas will give an easement which is greatly needed both by men and machinery. We must indeed pay our tribute both to the composure and coolness with which risks are taken and warded off in the great ships and to the hitherto unexhausted energies of the flotilla service.

At the Admiralty we are now in a position to consider some mitigation of these severe conditions; and without indulging in any over-confident opinion, I feel, after the ninth week of the war, that so far as the sea is concerned—and the sea has often proved decisive in the end—we may cherish good hopes that all will be well.



This statistical chart, based on official figures, shows the results of British operations at sea up to November 4. "Goods captured" represent the work of the Contraband Control and captures by the Royal Navy.

These Are the Tales the Nazis Spread About Us

It is a difficcult task to keep abreast of the flood of Nazi mendacity, but this chapter recalls some of the most extraordinary Anti-British allegations made by their wireless.

"THERE is no necessity for us," said the German Propaganda Minister in a speech to the Hitler Youth on November 5, "to counter lies with lies. We know that truth will always come out on top. We give nothing, then, but the naked truth." So Dr. Joseph Goebbels.

But when one looks through the claims made by the Nazi propaganda machine in the last few weeks it is rather difficult to reconcile the statements made with Dr. Goebbels' lofty declaration of policy. Night after night, for instance, the Nazi wireless claimed that the British aircraft-carrier "Ark Royal" had been sunk.

"Where is the 'Ark Royal'?" was the refrain; "Mr. Churchill had better send a diver down to find out." A little later it was "Where is the 'Repulse'?" Then it was the "Hood's" turn. "The 'Hood,' the largest battleship in the world, has been hit by two 250 kilo. bombs dropped by German 'planes and will be six or eight months in dock before it can be repaired." Heavy damage, it was said, had been inflicted on the "Southampton" and "Edinburgh" in the raid on Rosyth. As a culmination to these claims concerning individual ships came the boast that: "The losses which the British Home Fleet has sustained are so enormous that all British ships have disappeared from the North Sea."

The Nazis claim to have sunk H.M.S. "Kestrel," but as can be seen the "Kestrel" is a Fleet Air Arm land training station named, as are several others, like a ship!
Photo, Sport and General

In vain did the British Admiralty declare that the "Ark Royal," the "Hood," the "Repulse," "Southampton," and the rest had suffered not the slightest damage.

Despite every denial, the stream of fantastic claims was maintained. Perhaps the most curious was the broadcast claim that H. M. S. "Kestrel" was sunk. Kestrel is, in fact, the name given to a Fleet Air Arm land training establishment in Hampshire.

German propaganda concerning life in wartime Britain revealed a similar detachment from the truth. Thus the German wireless station told the Poles that "London is already practically starving on the tenth day of the war. Rich women who are still able to purchase what food there is are robbed of their parcels by the poor. There has not been a drop of milk in the capital for the last three days, and women are standing in queues to obtain their household supplies which are getting scantier every day." The announcer went on to say that all the big British banks had removed their safes with money and valuables into the country—as there had been so many robberies during the blackouts!

According to the Nazi wireless the real villain of the piece is Mr. Winston Churchill. The sinking of the "Athenia" was one of the first charges laid to his account. At first it was alleged that the First Lord had arranged for explosions in the ship's hold, but in a later version, three British destroyers were said to have sunk the vessel by gunfire. Before long Mr. Churchill was being described as "the man who sank the 'Lusitania'"!

The atrocious allegation that Britain had supplied gas bombs to Poland is disposed of in page 276.

Perhaps the most curious example of German propaganda was a description in a German newspaper published in Prague of illustrated accounts said to have been published in the British press of the partial destruction of Cologne by bombs dropped by the R.A.F. The Nazi newspaper went on to say that the photographs did not illustrate the effect of British bombs, but showed demolitions undertaken in the course of rebuilding schemes. As no account of the alleged bombardment and no photographs of the "destruction" had ever been published in the British press, and indeed no claims had been made concerning the bombing of any German town by British 'planes, we have the Nazis attributing a boast to Britain of having done something which she has never claimed to do, in order that they might have the pleasure of denouncing it as a fabrication!

One important aim before the German propagandists is to stir up the neutrals against Britain. The iniquity of the Allied system of contraband control has been bitterly described by Nazi writers. Thus on the morning when their papers carried the announcement of big increases in taxes, Danish citizens all over the country received a Nazi leaflet showing on one side a picture of a folded umbrella, and on the other the umbrella without its cover, revealing a dagger. Printed in Danish, the leaflet bore the statement: "If your cars remain in garages, if you have no petrol, if you are cold and have no coat, if you queue up for rations, you have only Britain to thank. This umbrella is supposed to be used against rain, but it is really a weapon of war."

Then the most determined efforts have been made by the Nazis to drive in a wedge between France and Britain. French troops on the Western Front have been entertained with broadcast exhortations to refuse to fight for the British.

This remarkable map was published by the Munich "Neuester Nachrichten" to show the Nazi mastery of the North Sea. For propaganda purposes the sinking of the "Courageous" has been transferred to the North Sea. The key to map is: black star, British war harbours; white cross, torpedoes; white star, bombarded British ships.

Eye Witness Stories of Episodes and Adventures in the Second Great War

Our Ships Fought Back at the U-Boats

On many occasions when attacked by U-boats, merchant vessels fought back—sometimes with surprising success. Three such encounters, described by members of the merchant crews, are here printed by courtesy of the "Sunday Times" and "Daily Telegraph."

THE following story was told by Antonio Cutajar, a Maltese seaman on a British armed merchant ship, when he arrived at an English port.

"We had left Bristol bound for South America," Mr. Cutajar said, "and were only a few days out when, at seven o'clock in the morning, we saw the submarine come up. It signalled us to stop.

"At once the captain ordered the gun to be brought into action and our reply was a shot which landed so close that the U-boat immediately dived.

"A few minutes later, however, it came up again, this time a bit farther away, and in its turn opened fire.

"We returned it, and our gun was handled so efficiently by the gunner—a naval man—and a fireman who acted as his assistant—an ex-naval man—that the U-boat had to keep at a greater distance than it would have wished.

"But there were times when it was still near enough for us to see clearly the members of its crew manning the gun against us. There was a repeated gun duel at intervals for more than seven hours. The U-boat fired at us and we fired back.

"The submarine got home only one shot amongst us, when one of our lifeboats was smashed by a shell. The only casualty was a member of the crew who was struck on the head by a splinter, but his injury was not serious.

"All the time our captain was keeping the ship on its journey, but he was handling it so skilfully that the submarine could not get into position to sink us or even to damage us.

"All the time we were sending out S O S signals while the fight went on."

Mr. Cutajar said that during one of the final duels the ship's gunner was able to hole the submarine above the waterline.

"This, of course, meant," he added, "that the U-boat could not submerge again, as it had done so often during the time that it had been fighting and following us. Then, at about half-past two in the afternoon, two warships appeared on the horizon in answer to our signals, and we knew that the U-boat was done for.

"The submarine crew tried to put up something of a fight against the warships by directing its gunfire, but it was hopeless, and soon it was sent to the bottom. The crew was saved by the warships.

"We were certainly pleased that we had been able to put up such a fight against the U-boat, and that we had damaged it so badly that it could not escape the warships."

ON reaching a home port the crew of a British cargo ship reported that they had sunk a U-boat which attacked them after a two-hour engagement in which shell was exchanged for shell.

"The U-boat surfaced almost under our starboard bow," one of the officers said, "the conning-tower opened and men on watch could see distinctly a number of figures running to man the guns.

"They fired eight shells which whistled harmlessly through the rigging.

"Then, with our gun trained on the U-boat we let go. I can't remember the actual details of the battle, but it raged fast and thick."

Another member of the crew said: "When the U-boat fired her first shot we were ready waiting. The word was given and our gun answered every fusillade.

"The shells burst so close to the U-boat that great water spouts cascaded over her deck.

"Suddenly the men on her deck made a scramble for the conning-tower and tumbled inside, the hatch snapped down, and the submarine dived.

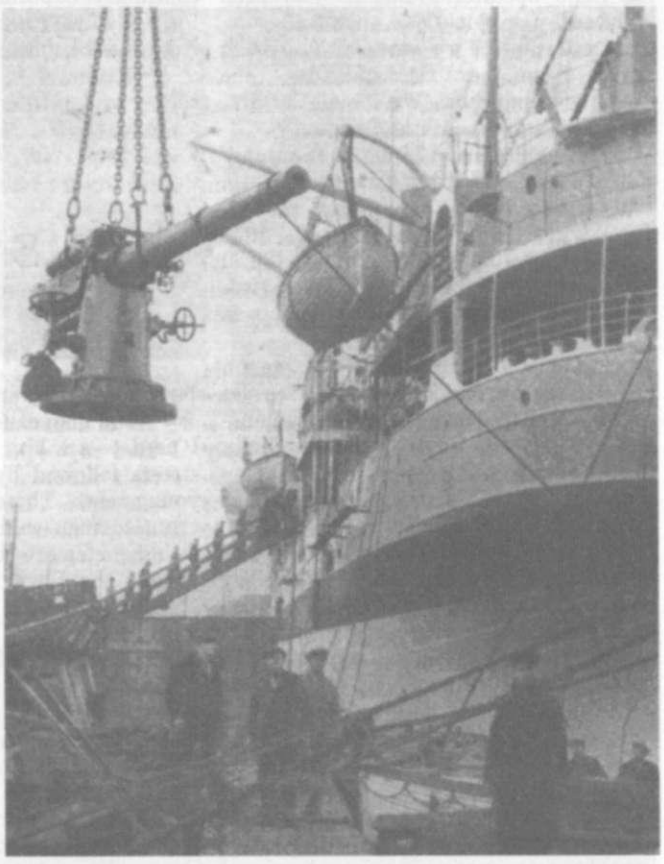
"For the time being we had scared the Germans, though we knew we had not sunk them. Close watch was kept on the surrounding sea. We knew the U-boat would strike again.

"She broke surface about three miles away. We were going full speed ahead. She resumed the contest and for every shell she fired we fired one back.

"Our shells were falling thick around her and after a running fight lasting an hour and a half a sheet of white foamy water spread wide around the submarine and she vanished."

THE twenty-five officers and men of the freighter "Sea Venture," 2,327 tons, of Dover, which was sunk in the North Sea after a running fight with a German submarine, arrived at a Scottish port on September 26.

When the "Sea Venture" was attacked her crew pluckily returned fire with their only gun, and for fully half an hour a dogged battle ensued.



Mr. Winston Churchill, in his November 8 speech in the House of Commons on the position of the war at sea, said that some of the delays that had been caused in the shipping of foodstuffs were due to the fact that during the past two months several hundreds of our largest ships had been withdrawn in order to give them defensive arms against submarines. Here we see one of the guns being hoisted on to a liner.

Photo, Topical

I WAS THERE!

Between forty and fifty shells were fired by the submarine before the defenders, their vessel having been hit at least five times, gave up the unequal struggle and took to their only seaworthy boat.

One of the shells went straight through the "Sea Venture's" galley at the time the cook, Mr. L. Pollard, of Sunderland, was cutting up pieces of bread, and he had a lucky escape.

"The submarine set up a regular bombardment," he said. "I heard the whistle of a shell and ran through the door just in time, for the shell landed plumb inside. It blew everything in the galley to bits."

A warning shell screaming across her bows told of the submarine's presence.

"We fired back," another member of the crew said, "and at least five of the submarine's shells struck our ship.

"It was exciting enough while it lasted. Shells seemed to be flying all around us. We put on all steam and put up as good a show as we could, but we had to give up. Our gun could not make the submarine's range.

"When we took to our small boat the submarine torpedoed our ship. For twenty hours we were in the boat. At last we reached an island in the North of Scotland.

"After the scrap the submarine made off," another seaman said. "It had sighted a British seaplane. The pilot brought the 'plane down on the water. He told us he had wirelessed for a lifeboat to come to our assistance."

Captain Joseph H. Gainard, Master of the United States steamer "City of Flint," who tells his story in this page, is seen above. *Photo, Associated Press*

I Commanded the Captured 'City of Flint'

Great interest was taken all over the world in the adventures of the American freighter "City of Flint," which was captured by the German pocket battleship "Deutschland" and later released by the Norwegian authorities. The master of the steamer, Captain Gainard, broadcast his story from Bergen to the United States on November 6.

"When we sailed from New York on October 3," said Captain Gainard, "all precautions were taken to ensure the neutrality of the 'City of Flint.' We had one British passenger—the radio operator. But he had been replaced by an American operator.

"On October 9 we were halted by flag signals from the 'Deutschland.' She fired a warning shot. We thought at first that she was French, not German.

"Three officers and 14 men came alongside in a boat. 'We don't want your ship. We want to see the manifest,' they told us. When they found the 'City of Flint' could carry passengers they put 39 members of the 'Stonegate's' crew aboard. [The "Stonegate" a British ship, was sunk by the "Deutschland."]

"Eighteen of a prize crew came on board with 60 hand grenades, 12 rifles with bayonets, 20 pistols and one machine-gun. They were not used and finally turned over to the Norwegians at Haugesund. "Lieutenant Hans Pussbach, as captain of the prize crew, addressed the crew in good English. 'We are proceeding as a prize to Germany. You obey your own captain. My soldiers will obey me. Attend to the safety of the ship.

"'If you interfere I'll put you in the boats and sink the ship.'

"He then told the members of the 'Stonegate's' crew that the Americans would take care of them and that they were to obey me.

"We proceeded by various courses until October 18. The Germans painted out all the American insignia and painted in the name 'Alf.' The Danish flag was painted on canvas, but was never flown.

"On October 22 the German flag was hoisted and we entered Tromsoe. We moored under the directions of a Norwegian pilot and I was left in charge overnight. The 'Stonegate's' crew were set ashore. We then sailed for Murmansk, where the German flag was again hoisted," continued Captain Gainard. "I tried for six days to get in touch with our Ambassador, but never succeeded.

"Eventually we were told that the ship was a German prize, and we must leave at once. The condition of my crew was good. We proceeded and took on fresh water at Tromsoe.

"We were stopped outside Trondhjem by two Norwegian destroyers, one of which was later replaced by the minesweeper 'Olav Tryggvasson.'

"Lieutenant Pussbach got orders from the 'Schwaben,' which met us outside Bergen. The orders were shouted over the side, as soon as the two ships were near enough for him to answer, to anchor at Haugesund.

"Then the Norwegian officers came on board and took off the German prize crew. They returned the ship to me."

I Saw Hitler's Rout at Munich

November 8 is celebrated by the Nazi Party as the anniversary of their first "putsch" in Munich in 1923. The following dramatic story, told by Elizabeth Castonier, who witnessed the rout of Hitler and his followers, is reproduced from the "Evening Standard."

Nobody in Munich took much notice of a man called Adolf Hitler in 1923. I used to see him marching through the streets followed by a straggling band of youngsters. These boys and a few disgruntled men were the only people who would listen to his harangues, chiefly against the Jews. . . .

Friends of mine in Munich had a son who joined the Hitler party. It was called the Nazionalsozialistische Deutsche Arbeiterpartei. He was sixteen, and had a party card of which he was very proud. He was a nice boy, not very strong, but filled with idealism. . . .

I remember one day, early in November, 1923, he came home and told his mother that he needed a new pair of shoes. Very strong shoes, he said. Also he would need some hard-boiled eggs, a loaf of bread and a great sausage.

"Are you going away for the week-end, ski-ing?" asked his mother.

The boy answered seriously: "No, not this time. We are marching to Berlin, to upset the Government and to kill the Jews!"

"Silly boy——" his mother replied. But she promised him all he asked, for she thought he was going on some boyish excursion with the other youngsters of the Hitler party. . . .

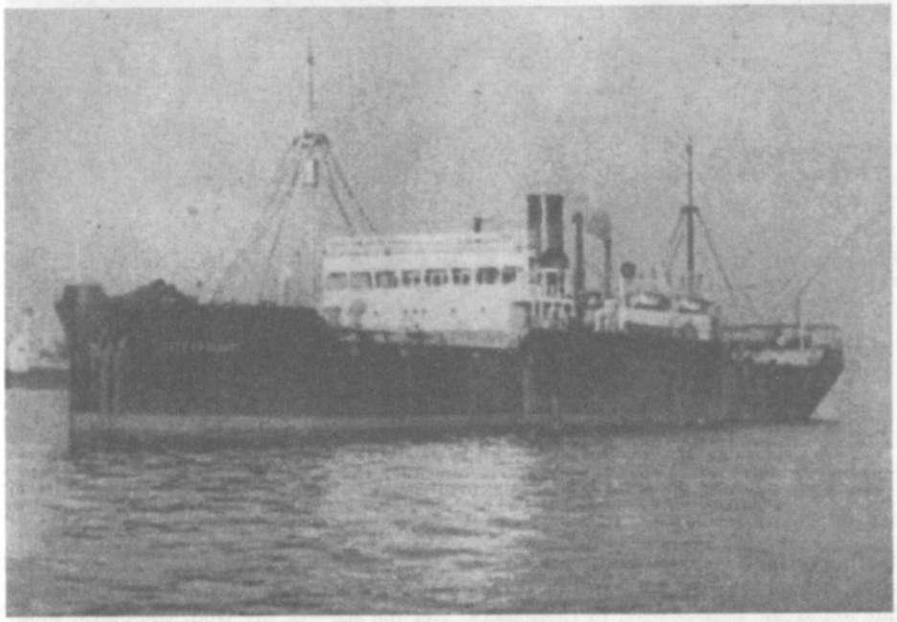
A day or two later, it was November 8, we were returning home about ten o'clock in the evening. The most important street of Munich, Ludwigstrasse, was empty. But from the distance we could hear singing and the tramp of marching feet. And suddenly, from a side street, there emerged a group of young men with flags, rucksacks, sticks and carrying old-fashioned rifles.

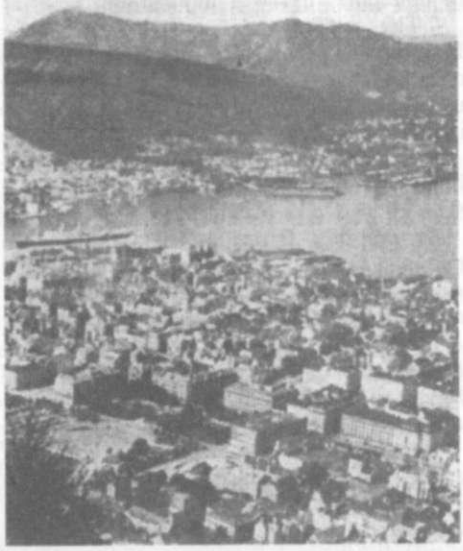
They marched right up to the Ministry of War . . . . The door opened. A very old man, the porter, put his head out.

Yelling and shouting, the boys poured

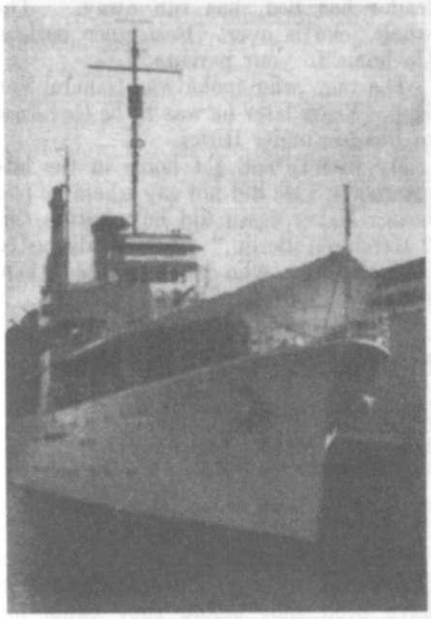
I WAS THERE!

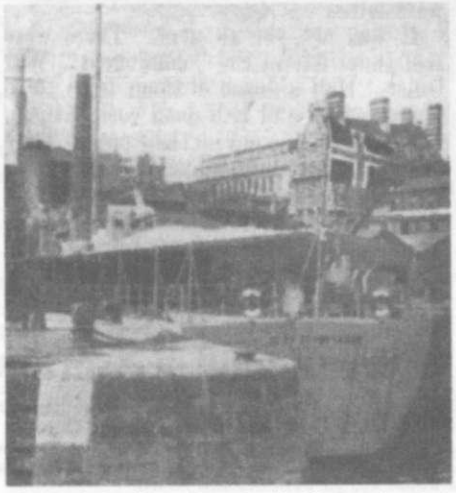
The Whole World Watched the Odyssey of this Ship





The "City of Flint" is seen above as she lay in Bergen harbour while her fate was being determined by the Norwegian Government. Here her cargo was eventually unloaded, prior to her re-sailing. Right is the harbour of Bergen seen from the top of Floien Mountain, 1,050 feet.



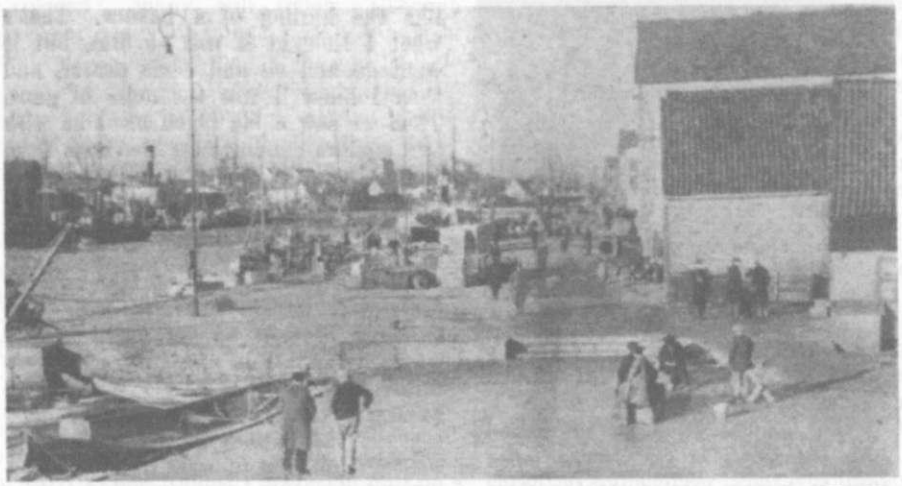


After she had been freed by the Norwegian Government at Haugesund the "City of Flint" was conducted by the Norwegian minelayer "Olav Tryggvasson" (seen left and right) to Bergen. The stern view, right, shows the traps through which the mines are dropped. Right, the route of the "City of Flint."

Photo, R. W. Davidson, Map courtesy of the "Daily Telegraph"

THE remarkable story of the capture of the American ship "City of Flint" is told by her captain in the opposite page. The Norwegian Government issued the following explanation of its action in releasing the ship and interning the Nazi prize crew.

A Royal decree of May 13th, 1938, established that a captured ship of foreign nationality could not be taken to a Norwegian port except for reasons of unseaworthiness, bad weather, or lack of fuel. Any ship so seeking shelter must leave Norwegian waters again as soon as the reason for its seeking shelter had been removed. This decree was violated by the German prize crew on the "City of Flint," and the Norwegian authorities therefore intervened.



This is the port of Haugesund, into which the German prize crew brought the "City of Flint," although the Norwegian authorities had forbidden the ship to anchor. She was consequently freed.

I WAS THERE!

in. While we watched, some of them were posted in the entrance, others, dragging an old rusty machine-gun, barred our side of the road; but most of them surrounded the building and stood motionless, sticks or guns across their shoulders. We tried to find out what was happening.

"The party has overthrown the Bavarian Government," one of the older ones told us. "Adolf Hitler has ordered us to take over the Ministry and to guard it against enemies."

We shrugged our shoulders and went home. Nobody in Munich could believe that all this was serious. . . .

At mid-day Hitler and his followers marched bravely through Munich. There were youngsters, young men and older men, carrying banners, sticks and rifles.

In the forefront marched General Ludendorff. Next came Hitler, Goering, Hess, all shouting commands. It was supposed to be The March on Berlin.

But they had forgotten the German army. As Ludendorff approached the Feldherrnhalle, he saw the troops drawn up. Machine-guns and a tank.

"Halt!" came the command to the Nazis. "Halt, or we fire!" The mob marched on. The soldiers and the armed police fired. The procession fell flat on the ground, some of them dead.

A few minutes later three figures got up and fled, leaving their followers to themselves; they were Hitler, Goering and Hess. Only Ludendorff marched on.

There was panic. We saw those bewildered children, some only 15 years old, rush the steps of the Feldherrnhalle; some tried to break through the line of death-spitting machine-guns and were killed; some tried to get into the Palace, but found the gates closed in their faces.

In a few minutes the soldiers had cleared the whole place. Only the dead were left. . . .

It was not yet all over. There were still those left in the "conquered" War Office. Half a dozen of them, from 16 to 20 years old, and half dead with fatigue, were still holding out on their posts. They did not know their leader had quit. . . .

From a side street a tank appeared. An elderly officer with many medals climbed out and walked towards the boys, ignoring the old machine-gun they had posted in front of the building.

"Gentlemen," he said, "it is no use trying to resist. An old machine-gun—let me see—O, my God, the oldest model—can't fight against a tank. You are very brave men. Come along. Your leader has fled, has run away. The whole joke is over. Resistance useless. Go home to your parents."

The man who spoke was General von Epp. Years later he was to be Governor of Bavaria under Hitler.

My friend's son got home in the late afternoon. He did not say where he had been. Never again did he mention this "March on Berlin." He was disgusted that the man who had promised them honour had run away.

Each year since he has established himself in power, Hitler has held a meeting at the beer house in Munich where the unsuccessful rising of 1923 was planned by the Nazis. He is here seen (centre) among old party comrades at the meeting in 1938. On the right is Rudolf Hess whom Hitler has nominated as next in succession to him after Goering.
Photo, Topical

After the failure of his first revolution at Munich in 1923, Hitler was imprisoned. Here he is seen leaving the Landsberg fortress on his release in December 1924.
Photo, Planet News

We Found a German 'Plane on the Hill

When a German reconnaissance 'plane was brought down in the Lammermoor Hills on October 28, Mr. John K. Irvine of Long Newton Farm was on the spot within a few minutes. His graphic account of the incident was broadcast by the B.B.C.

"I AM the grieve at Longnewton farm, close beside the Lammerlaw Hill.

"I was filling up sacks of barley about a quarter past ten when I heard a noise like the hurling of a barrow. That's what I thought it was at first, but it went on and on and came nearer, and then I knew it was the noise of guns. Then we saw a big black machine with two engines coming over the trees from the north-west. There were four British machines with it. They were circling all round and rattling bullets into the German as hard as they could do it.

"I thought we ought to take cover—there were women workers there. But curiosity brought us out again—whiles we were running in and whiles we were running out—so that we saw the German go over the houses, so low that it almost touched the chimneys. Then they all went out of sight up over the hill, and a few minutes later I saw our fighters going back—all four of them. They seemed to be finished with their job. So we ran up the hill to see what had happened.

"Two of the crew were dead. I expect they would be the gunners, and they must have been shot before they came my length because I never saw them firing at our 'planes. The machine had scraped its tail over a dyke and come down on the moor on an even keel. One of the crew wasn't hurt at all. He was pulling out his mate. By the time we got up he had him drawn out and lying on the ground.

"We tried to talk to the unwounded man, but he didn't know what we were saying. But he spoke a little English. The wounded man wanted a drink, but the doctor said he ought not to have one. He had two bullet-wounds in the back.

"The police took the unwounded man away. Before he went he shook hands with his mate. We got a gate off one of the fences and carried the wounded man down to the road, and waited there till the ambulance came for him."

Who Was the Guy Fawkes in the Munich Cellar?

Several attempts are believed to have been made on Herr Hitler's life, but none more publicized and mysterious than the bomb explosion in the famous beer cellar at Munich on November 8, 1939.

"A MAN must have luck," Herr Hitler is reported to have said when he was told of the bomb explosion in the hall at Munich. Lucky, indeed, was the Fuehrer, for his escape was entirely due to the fact that he left the hall a little earlier than had been expected. As it was, only fifteen minutes after Hitler and many of his most prominent supporters had gone to the station, an "infernal machine" exploded in the ceiling, and in the resulting crash the platform on which the Fuehrer had just been standing was buried beneath ten feet of débris. Nine people were killed, including two long-standing members of the S.S., and more than sixty injured.

The meeting was held in the famous beer hall in Munich—the Buergerbrau—from which Hitler marched on the occasion of his *putsch* in 1923, and all the thousand persons present were carefully hand-picked members of the Nazi "Old Guard"—each one of them must have carried a party membership card with a number below 10,000—assembled on the occasion of their annual reunion to celebrate the march that initiated their movement.

Following the explosion there was a scene of great confusion. The Black Guards flung a cordon round the place, and in order to facilitate the work of rescue the lights were turned on in the immediate neighbourhood. This sudden raising of the black-out gave rise to the spread of rumours that the war had ended, and in the beer halls and in the streets excited crowds started noisy peace celebrations until they were silenced by the angry police and Black Guards.

Jews and the British Again!

For several hours no official comment on the outrage was available. Then every German commentator brazenly declared that the attempt on the Fuehrer's life was the work of British Secret Service agents; and in a short time, too, the Jews were being bracketed in the accusation. Outside official circles, however, there were doubts. How was it that a bomb could be placed in position in a building which had been most thoroughly searched by the Nazi Black Guards just before the meeting? And what a strange thing it was that Hitler, on this one occasion, should not only have delivered a speech which had not been previously advertised, but, most extraordinary of happenings, had put a stop to his eloquence earlier than was expected!

Soon rumours got around that the attempt had been made by men of the Nazi Party—sympathizers with that Captain Roehm and his followers who had been slaughtered in the "blood purge" of 1934 because they advocated a radical policy very much on the same lines as that now favoured by Herr Hitler himself. Some spoke knowingly of the Reichstag fire which occurred, or was made to occur, so opportunely on the eve of the 1933 vital election. Might it not be possible that the bomb in the Buergerbrau cellar had been similarly conveniently timed to go off when the German people needed some evidence of British devilish malignity in order to develop a really first-class war-fever?

The anti-Nazi movement in Germany, however, claimed that a real attempt had been made on the Fuehrer's life. "In Munich," declared the announcer from the German Freedom station, broadcasting on November 9, "the first bomb against German Dictatorship has exploded; many will follow. Though Hitler has eluded once more the punishment he deserves, he will not escape from his fate. Already the myths of Hitlerism have been smashed by that infernal machine. There is nobody in Germany who will not help the heroes of Munich to flee, who will not give them shelter and assist them in hiding, so that they will be able next time to strike Hitler himself."

The theory that British Secret Service agents, acting on the instructions of Mr. Chamberlain, were responsible for the explosion appeared to be discarded when Himmler, the Chief of the Secret Police, announced on November 11 that "preparations for the unsuccessful outrage in the Buergerbrau cellar were begun as early as last August. Suspicion falls on a person who came frequently to do work in the gallery of the hall at that time." This mysterious individual was described as a man about 5 ft. 9 in., 30 to 35 years old, wearing workman's yellowish clothes with knee-breeches and a peaked cap.

The Gestapo Worried

This claim was received even in Germany with some misgiving—it would be a very remarkable time-fuse which produced an explosion accurately after some two-and-a-half months!

The occasion gave the Nazi authorities a welcome opportunity for stimulating public loyalty to Hitler, and led to a great round-up of all groups in Germany suspected of hostility to the Nazi regime. The Gestapo asked for information to be given of any suspicious remarks overheard after the broadcast of the Buergerbrau meeting, such as surprise at the shortness of Hitler's speech. Following the offer of a reward of £45,000 for "information that might throw light on the outrage," special offices had to be set up to deal with the flood of denunciations which poured in. Police raids and house-to-house searches continued day and night, and thousands of arrests were made of Jews, Monarchists (including many army officers), Social Democrats, and even members of the police—but not, apparently, Communists.

The Gestapo itself was uneasy following numerous arrests within its own sacrosanct body. Perhaps the most pointed comment was the German Freedom Station's announcement on November 10: "Our illegal Front Group which knew how to enter the Munich beer cellar will also push open the door of Germany's future."

Above is the hall in Munich where every year Hitler addresses a meeting of the old fighters of the Nazi party. This photograph was taken at the meeting in 1938, but the scene this year, which was followed by the bomb explosion, was almost exactly the same.

Photo, Associated Press

OUR DIARY OF THE WAR

Monday, November 6

French High Command announced that in a violent fight over the Western Front between 27 German and nine French fighters, **nine enemy machines were brought down,** seven behind the French lines. The French suffered no loss.

Molotov, in a speech at Moscow, reaffirmed that the Soviet policy was one of peace, and denounced the capitalist Powers for striving to extend the war.

The Communist International issued a manifesto in which it classed the German Government with those of Great Britain and France as being hostile to the workers.

King Leopold, accompanied by M. Spaak, Belgian Foreign Minister, **arrived at The Hague** just before midnight, and conferred with Queen Wilhelmina and her Foreign Minister, M. van Kleffens.

Air Ministry reported that R.A.F. aircraft carried out successful reconnaissance flights over Western Germany and secured valuable photographs. One aircraft had not returned.

Diplomatic representations were made in Norway regarding the fate of the "City of Flint," which is still at Bergen.

Finnish talks in Moscow delayed.

During September 37 British merchant ships, total tonnage about 155,000, were lost through enemy action; during October these had dropped to 19 ships, of about 83,000 tons.

Burgomaster Max died.

Tuesday, November 7

Queen Wilhelmina and King Leopold issued a **joint appeal for peace,** with an offer of good offices to the belligerent Powers.

Admiralty announced that, in the southern part of the North Sea, certain of our light forces, including two Polish destroyers, were in action with German aircraft. No damage was done to any ship.

Air Ministry announced that a number of air actions took place over the North Sea. An enemy aircraft approaching the Shetlands was driven off by anti-aircraft fire and then chased away by British aircraft. Other enemy aircraft were sighted and two were engaged by R.A.F. patrols many miles out over the North Sea, but escaped in cloud.

Further photographic and visual reconnaissances over north-west Germany were made by R.A.F. aircraft. One machine failed to return.

Lord Halifax made a world broadcast on Britain's war aims.

Wednesday, November 8

In a speech in the Buergerbraeu beer cellar, Munich, Hitler made a violent attack on Britain.

An **attempt was made on Hitler's life,** a bomb explosion taking place shortly after he left the cellar. Nine persons were killed and more than 60 injured.

A single-handed action was fought by a New Zealand pilot at a height of five miles over an R.A.F. aerodrome in France, and a German reconnaissance machine was brought down.

Air Ministry announced that three German aircraft were engaged in combat over the North Sea by two reconnaissance aircraft of R.A.F. Coastal Command. One of the enemy aircraft, a **Heinkel seaplane, crashed** on the water **and sank.** Another was seen to fall partially out of control.

Three German attacks on the Western Front were repulsed.

Further disquieting reports of German activity on the Dutch frontier were received. Dutch military authorities decided to extend the safety inundation area.

It was reported that the German supply ship "Uhrenfels" had been captured and taken to Freetown, Sierra Leone.

Thursday, November 9

Nazi press and radio accused Britain of being responsible for the Munich bomb explosion. Hundreds of arrests were made throughout Germany.

THE POETS & THE WAR

VII

THE SHROUD OF GOLD

A New Poem

By HUMBERT WOLFE

All wars are fought in the spirit. Vain the trust
in the mastery of steel. Like him, who makes it,
this is no more than a fiction of the dust,
which blows on the first wind that overtakes it.
The struggle is in the heart, and they who thrust
for truth unmoved when heaven itself forsakes it
see Liberty—the captain of the just—
bright in the battle-line before he breaks it.
And terrible death itself is here defeated
by stronger weapons than its own, whose might
is bounded by the grave's pretension. They
who fall with freedom are not lost nor cheated,
for they become the essence of the light
which in a shroud of gold lays death away.

"The Second Great War."
World copyright

Anxiety was caused by **movements of German cavalry** and supplies of petrol **on the Dutch frontier.**

Paris reported increased activity on the front between the Rhine and the Moselle.

Russo-Finnish talks resumed in Moscow.

It was decided that the cargo of the "City of Flint" should be unloaded at Bergen and put up for sale.

The Union Information Officer, **South Africa,** revealed the existence of a **Nazi plot** for the arming of Blackshirt troops to march on Johannesburg and Pretoria and sabotage vital industries.

Armed clash took place on the Dutch frontier at Venlo, in Limburg, one man, believed to be Dutch, being killed.

Friday, November 10

Paris reported increased air activity in Eastern and North-Eastern France in the preceding 24 hours.

On the Western Front two local enemy attacks were repulsed by infantry and artillery fire. Reinforcements were moving up to the Siegfried Line.

R.A.F. Coastal Command fighters **destroyed an enemy flying-boat** off the East Coast. A second 'plane was engaged but escaped.

The Admiralty announced that H.M.S. Rover, a small auxiliary vessel, was considerably overdue and must be presumed lost, with her crew of four officers and 23 men.

Dutch military authorities started **flooding the main inundation areas** and taking other precautions against invasion.

There was a further hitch in the Finnish-Soviet negotiations.

Empire envoys, accompanied by Mr. Anthony Eden, met M. Daladier and General Gamelin in Paris.

Saturday, November 11

Armistice Day messages were exchanged between the King and the French President.

The Queen broadcast a message to the women of the Empire.

R.A.F. made successful reconnaissance flights the preceding night over towns in South-West Germany, including Stuttgart, Mannheim and Nuremberg. One aircraft failed to return.

Paris reported a quiet day on the Western Front. During the night enemy aircraft flew over North-Eastern France.

Wilhelmstrasse repeated the assurance that the neutrality of Holland and Belgium would be respected.

Empire envoys who are visiting France reached G.H.Q.

Sunday, November 12

The King and the President of the French Republic replied to the offer of good services made by Queen Wilhelmina and King Leopold.

On the Western Front attempts by the enemy to gain ground were repulsed.

Soviet Government issued a statement expressing dissatisfaction at the results hitherto reached in the Finnish negotiations.

Mr. Churchill broadcast a speech on the situation at the end of ten weeks of war.

Among the thousands of persons arrested following the Munich bomb explosion were said to be Monarchists, Jews, Social Democrats and members of the Gestapo itself.

It Is Said That . . .

Germany has boasted that she will destroy the British Fleet within six months.

Nazi levy on Jewish fortunes is increased from 20 to 25 per cent as from November 15.

The French liner "Normandie" might be taken to Canada and converted into a 'plane carrier.

Jews in Poland are now forbidden to trade in textiles or leather.

Copies of "Mein Kampf" and anti-communist literature have been confiscated by German police in Prague.

Berlin bookshops report demand for popular science and 19th-century novelists rather than for "dynamic" literature.

Czech steel workers, back in their own country, report great bitterness and disillusionment among German workers.

Jews in Austria may not obtain rations until the rest of the population has been served. By then most of the food has gone.

German spies are rife in Scandinavia. Many have been arrested when photographing docks and other strategic points.

Thousands of unemployed Poles are being taken into Russia to work Soviet industries.

Cows are to be used for draught work on German farms.

A wave of suicides was reported in Berlin newspapers.

Germany may send Czechs to Russia and replace them by Germans from S.E. Europe.

Goebbels has given 1,500 radio sets for distribution among the armed forces.

Corks are to be shorter by order of the Reich Bureau for Control of Miscellaneous Wares.

Gangs of Polish prisoners under armed guard have been put to agricultural work in Germany.

Swim-suits are being bought in Germany for underwear, as they are not yet included in rationed articles.

German prisoners in France are amazed at the abundance and quality of the French army food provided for them.